

# The MOTOR OWNER



THE 15/40 H.P. HUMBER SALOON

## Humber

"Built for the Car-proud Owner-driver"  
HUMBER LIMITED, COVENTRY

### MODELS AND PRICES:

9/20 h.p. 2/3-Seater Model	..	..	..	£260
9/20 h.p. 4-Seater Model	..	..	..	£260
12/25 h.p. 2/3-Seater Model	..	..	..	£440
12/25 h.p. 4/5-Seater Model	..	..	..	£440
12/25 h.p. Coupé and Saloon Models	..	..	..	£555
15/40 h.p. 5-Seater Model (with front wheel brakes)	..	..	..	£645
15/40 h.p. Saloon and Saloon-Landaulette Models (with front wheel brakes)	..	..	..	£860

See them at

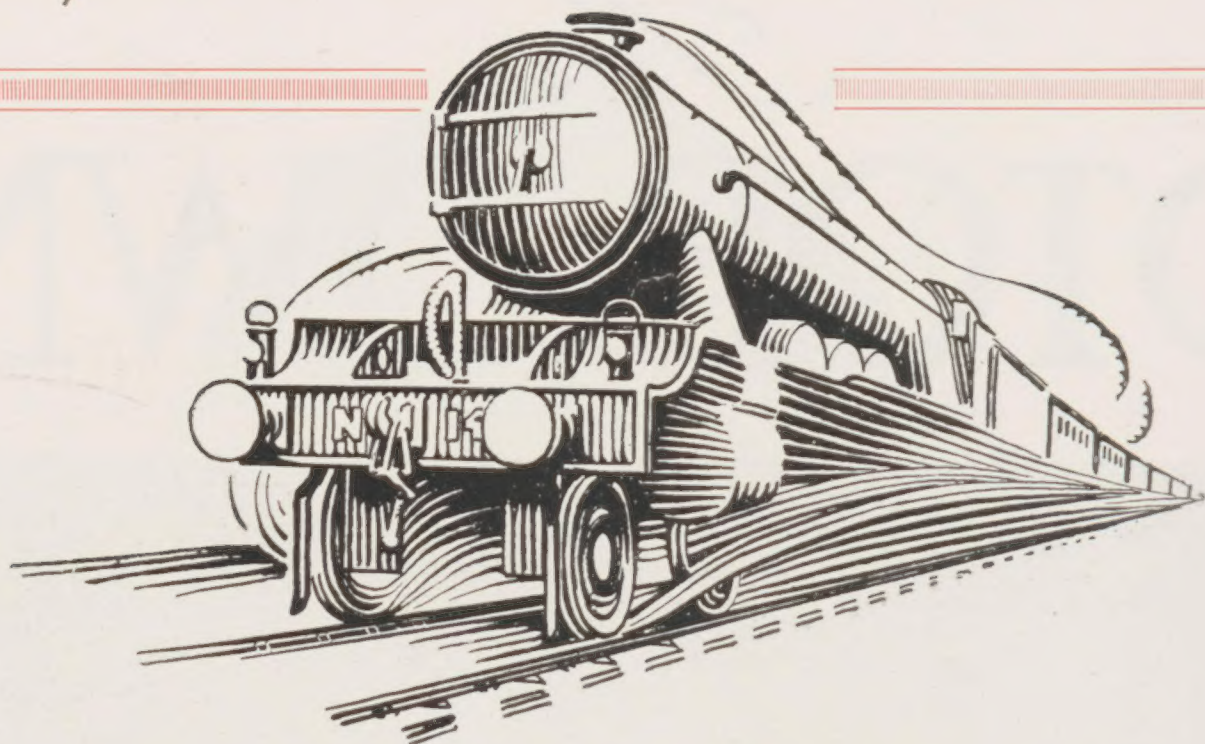
**STAND 213**  
Olympia

London:

West End Showrooms: Humber House, 94 New Bond St., W.1  
Repair Works & Service Depot: Canterbury Rd., Kilburn, N.W.6

One Shilling





# A Two-Years' Non-Stop!

A mile-a-minute express would take  
two years' non-stop to equal the  
distance of

# More than a Million Miles

which have now been flown by the fleet of  
**IMPERIAL AIRWAYS**  
whose petrol requirements are  
supplied *exclusively* by

# SHELL



Telegrams: "Teamwork, Piccy,  
London."  
Telephones: Mayfair 2300 & 2301  
Grosvenor 1838

**NORFOLK & PRIOR**  
20, BERKELEY STREET, PICCADILLY, W.1

Auctioneers and Surveyors,  
Valuers,  
Land and Estate Agents.

## BERKS AND BUCKS BORDERS

*In beautiful undulating country, close to a favourite reach of the Thames, yet within daily reach of London.*



VIEW FROM THE STREAM

### A PICTURESQUE QUEEN ANNE FARMHOUSE

upon which many thousands have been expended during the past few years; in perfect order and equipped with every modern convenience.

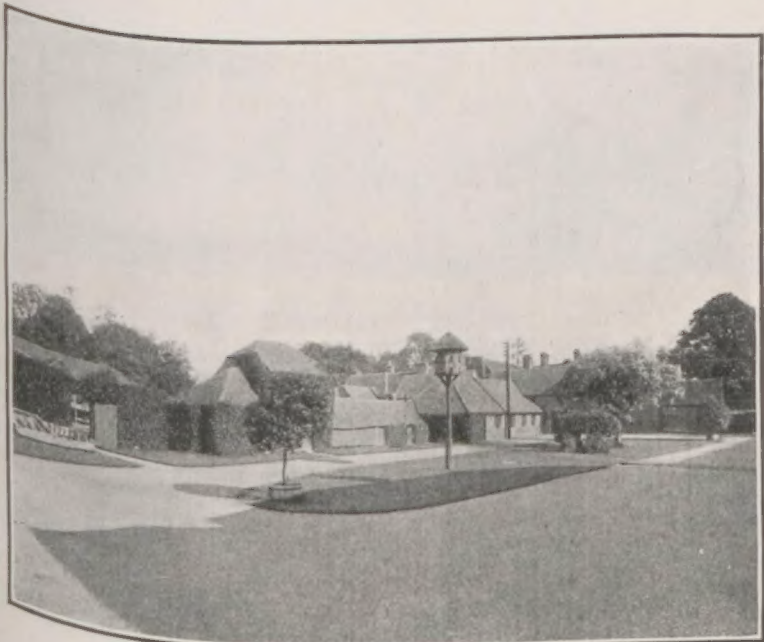
Panelled hall, three charming reception rooms, beamed music room 60 ft. by 20 ft. (with organ, if desired), six family bedrooms, two bathrooms, guests' and servants' bedrooms in annexe, ample offices; electric light, central heating, main water, 'phone.

GARAGE.

TWO COTTAGES.

Beautifully disposed grounds, intersected by a stream, tennis lawn, bowling green, etc.; in all

**FIVE ACRES.**



THE COURTYARD AND COTTAGES



THE MUSIC ROOM

**FOR SALE FREEHOLD.**

Illustrated particulars from Sole Agents, NORFOLK & PRIOR, 20, Berkeley Street, W.1.

Inspected and recommended.

(6084)

WILL YOU KINDLY MENTION

*The*  
**MOTOR  
OWNER**

WHEN REPLYING TO ADVERTISERS

October, 1925



Telephone:  
Regent 7500

Telegrams:  
"Selanlet, Piccy, London"

# HAMPTON & SONS

20, ST. JAMES' SQUARE, S.W.1

Branches: {  
Wimbledon: Phone 80.  
Hampstead: Phone 2727.



## BUCKS, NEAR AYLESBURY

2½ miles from Haddenham and 5 miles from Aylesbury Station.  
One of the most delightful little places at present in the market.

VERY CHOICE AND COMPACT FREEHOLD RESIDENTIAL PROPERTY.  
"WESTLINGTON HOUSE," DINTON.

Lovely position commanding beautiful view to the south, 325 ft. up.

The Old-fashioned RESIDENCE, approached by long carriage drive, contains 10 bed and dressing rooms, two bathrooms, two staircases, lounge hall, three charming reception-rooms, complete offices with servants' hall and butler's bedroom.

Central heating. Electric light. Telephone.

Garage. Stabling. Farmery. Lodge. Two Cottages.

Picturesque old gardens, orchards and parkland, in all nearly 26½ ACRES.

With vacant possession except one cottage.

To be SOLD by AUCTION, at the St. James' Estate Rooms, 20, St. James' Square, S.W.1, on TUESDAY, October 6th (unless previously sold).

Solicitors: Messrs. Gellatly Son and Fyfe, Dock House, Billiter Street, E.C.3.  
Particulars from the Auctioneers: HAMPTON AND SONS, 20, St. James' Square, S.W.1.



## KENT, BECKENHAM

Easy reach of Hayes and Keston Commons. Close to Eden Park Station.  
A PICTURESQUE FREEHOLD RESIDENTIAL PROPERTY,

"ELDERSLIE," EDEN PARK.

In quiet position on gravel soil and southern aspect.

Carriage drive with entrance lodge, the Modern House contains 10 bedrooms, boudoir, four bathrooms, imposing hall, three reception rooms, billiard room, conservatory, complete offices. Replete with modern conveniences. Good repair.

Stabling. Excellent garage with living rooms.

Delightful pleasure grounds and paddock, in all nearly 5½ ACRES.

With possession on completion.

To be SOLD by AUCTION, at the St. James' Estate Rooms, 20, St. James' Square, S.W.1, on TUESDAY, October 20th, at 2.30 p.m. (unless previously sold).  
Solicitors: Messrs. Collins and Collins, 10, Bush Lane, Cannon Street, E.C.3.  
Particulars from the Auctioneers: HAMPTON AND SONS, 20, St. James' Square, S.W.1.

## WORCESTERSHIRE

1½ miles from Bransford Road Station and four miles from the County Town.  
A VERY ATTRACTIVE LITTLE FREEHOLD PROPERTY,

"BRANSFORD MANOR," NEAR WORCESTER.

In delightful position commanding view of the Malvern Hills.

Comprising old-fashioned HOUSE, containing six bedrooms, bathroom, two reception rooms, and offices. Good repair.

Electric light. Telephone. Modernised drainage.

Cottage. Garage. Stabling and Farmery.

Pretty gardens, orchard, and rich grassland, in all about 53 ACRES.

With vacant possession of all but one field.

To be SOLD by AUCTION, at the St. James' Estate Rooms, 20, St. James' Square, S.W.1, on TUESDAY, October 6th, at 2.30 p.m. (unless previously sold).

Solicitors: Messrs. Younge, Wilson and Co., East Parade, Sheffield.  
Particulars from the Auctioneers: HAMPTON AND SONS, 20, St. James' Square, S.W.1.

## WALTON HEATH.

1½ miles from Tadworth Station. Choice position, 550 ft. up.  
Adjoining the Club House of the famous Golf Course.

A MODERN AND ARTISTIC FREEHOLD RESIDENCE, known as  
"WALTON HEATH COTTAGE."

Approached by carriage sweep, and containing nine bed and dressing rooms, three bathrooms, two staircases, lounge hall, three reception rooms, squash racquet court, billiard room, loggia, and offices.

Central heating. Own electric light. Company's gas and water. Useful outbuildings.

Garage. Chauffeur's rooms.

Very pretty gardens, with en-tout-cas tennis court, in all about TWO ACRES.

With Vacant Possession.

To be SOLD by AUCTION, at the St. James' Estate Rooms, 20, St. James' Square, S.W.1, on TUESDAY, October 6th (unless previously sold).

Solicitor: O. L. Richardson, Esq., 231-2, Strand, W.C.2.  
Particulars from the Auctioneers: HAMPTON AND SONS, 20, St. James' Square, S.W.1.



## EPSOM, SURREY

Half a mile from centre of town, ¼ mile from two railway stations and close to the famous Downs.

AN ATTRACTIVE AND WELL-PLANNED FREEHOLD HOUSE,  
"BRIAVELS."

in secluded position about 200 ft. up.

Approached by carriage drive and containing ten bedrooms, two bathrooms, two staircases, three reception rooms and compact offices.

Central heating, electric light and main drainage.

Stabling, garage and man's room and lovely old garden, in all about ONE ACRE.

With vacant possession.

To be SOLD by AUCTION at the St. James' Estate Rooms, 20, St. James' Square, S.W.1, on TUESDAY, October 6th, at 2.30 p.m. (unless previously sold).

Solicitors: Messrs. Ravenscroft, Woodward and Co., 15, John Street, Bedford Row, W.C.1.

Particulars from the Auctioneers: HAMPTON AND SONS, 20, St. James' Square, S.W.1.



## THE OPPORTUNITY OF 1925. NOMINAL UPSET PRICE £3,000.

In the lovely country between Godstone and East Grinstead, 230 ft. up, with pretty views.

"EDENBROOK HOUSE," SOUTH GODSTONE.  
FREEHOLD RESIDENTIAL PROPERTY.

comprising substantially built house, approached by a drive, and containing eight principal bed and dressing rooms, five servants' bedrooms, two baths, two staircases, vestibule, halls, four reception rooms, billiard room, conservatory, etc.

Stabling, garage, chauffeur's flat; heated greenhouse, etc.  
Well-wooded pleasure grounds and gardens, with gentle slope, in all over 4½ ACRES.

Company's gas and water. Electric light.

To be SOLD by AUCTION, at the St. James' Estate Rooms, 20, St. James' Square, S.W.1, on TUESDAY, October 20th, at 2.30 p.m. (unless previously sold).

Solicitors: Messrs. Meaby and Co., 3, Budge Row, Cannon Street, E.C.3.  
Illustrated particulars from the Auctioneers,  
HAMPTON AND SONS, 20, St. James' Square, S.W.1.

## ST. JAMES' ESTATE ROOMS



Telephones:  
MAYFAIR  
1289  
1290

# BATTAM & HEYWOOD

(M. F. YORKE, P.A.S.I. F. G. NEVILLE, F.A.I. O. A. J. WHITEMAN, P.A.S.I., F.A.I.)  
20, DAVIES ST., BERKELEY SQUARE, LONDON, W.1

BRANCHES:  
The Estate Offices,  
EFFINGHAM.  
The Town Hall,  
BASINGSTOKE.



## BERKSHIRE

CLOSE TO GOLF LINKS. FOUR-AND-A-HALF MILES FROM READING.

### A REPLICA OF A GEORGIAN MANOR HOUSE

in a rural position on rising ground, with south aspect and gravel soil and commanding good views.

Superbly appointed and beautifully decorated, choice fireplaces, polished oak floors, mahogany doors, electric light, central heating, etc.

Twelve bedrooms, four bathrooms, three reception rooms, loggia, hall and domestic offices.

STABLING.

GARAGE.

TWO COTTAGES.

SINGULARLY CHARMING GARDENS,

nicely timbered and tastefully disposed, hard tennis court.

TWELVE AND A HALF ACRES.

For sale at a moderate price.

Sole Agents,  
BATTAM AND HEYWOOD, 20, Davies Street, W.1.



## NEAR TUNBRIDGE WELLS

High up with magnificent views.

A PICTURESQUE AND

### BEAUTIFULLY APPOINTED MODERN COUNTRY HOUSE

Containing beautiful lounge hall, loggia, three fine reception rooms, nine bed and dressing rooms, two bathrooms, excellent offices.

Company's water. Main drainage. Gas and electric light. Central heating.

GARAGE, STABLING, COTTAGE AND A SMALL COTTAGE RESIDENCE.

INEXPENSIVE GROUNDS OF EIGHT ACRES,

Tennis lawn and hard court, rose, flower and vegetable gardens; paddock and small wood.

Agents,  
BATTAM AND HEYWOOD, 20, Davies Street, W.1.

## SURREY—SUSSEX BORDERS

£2,500 with 18 ACRES.

(40 minutes London)

### A PICTURESQUE RESIDENCE

in excellent position, containing lounge, drawing room, 4 bedrooms, bath, etc.

Company's water. Central heating.

Garage, pretty gardens, poultry farm equipment at valuation. Should be seen at once.

Agents,  
BATTAM AND HEYWOOD, 20, Davies Street, W.1.

WEEK-END COTTAGE WITH 4 ACRES.

## KENT

### A CHARMING LITTLE PROPERTY

in the heart of the country, 26 miles from town: 2 living rooms, 3 bedrooms, and offices; garage and out-buildings.

PRETTY GARDENS AND MEADOW.

PRICE 1,000 GUINEAS.

MUST BE SOLD.

Sole Agents,  
BATTAM AND HEYWOOD, 20, Davies Street, W.1.

30 MINUTES EXPRESS TRAIN WATERLOO.

## SURREY

### AN EXCELLENT RESIDENCE

On gravel soil, and in a pleasing position; 2 reception rooms, 4 bedrooms, bath.

Electric light. Company's water. Main drains.

SECLUDED GARDENS

of ½ acre, with tennis lawn and fruit trees.

PRICE £1,800 FREEHOLD.

Sole Agents,  
BATTAM AND HEYWOOD, 20, Davies Street, W.1.



## BERKSHIRE

The subject of an article in "Homes and Gardens" as  
A CAMEO OF ENGLISH BEAUTY.

A SINGULARLY

### CHARMING OLD-FASHIONED COTTAGE RESIDENCE

in a nice position 40 miles from Town.

RECENTLY MODERNISED, BUT RETAINING ITS ORIGINAL CHARACTERISTICS.

Lounge hall, three reception rooms, six bedrooms, two tiled bathrooms, and good offices.

Electric light and gas. Company's water. Main drains.

PRICE £2,200 OR OFFER.

GOLF. FISHING.

Agents,  
BATTAM AND HEYWOOD, 20, Davies Street, W.1.



## WONDERFUL POSITION ON THE SURREY HILLS

ONLY TWELVE MILES FROM LONDON.

### A CHARMING AND WELL-DESIGNED FREEHOLD RESIDENCE

in perfect decorative order, oak floors, leaded lights, and panelled walls to principal rooms; three fine reception rooms, seven bed and dressing rooms, two bathrooms, excellent offices.

Electric light. Gas. Company's water. Telephone. Garage for two.

Delightful grounds, with tennis lawn, rock garden, kitchen garden, woodland; in all ABOUT THREE ACRES.

Inspected and very strongly recommended by Owner's Agents,  
BATTAM AND HEYWOOD, 20, Davies Street, W.1.

Estate Offices: 20, DAVIES ST., BERKELEY SQUARE, LONDON, W.1

WILL YOU KINDLY MENTION

*The*  
MOTOR  
OWNER

WHEN REPLYING TO ADVERTISERS

October, 1925



# ENGLEBERT

MAGAZINE

is the  
leading Belgian Sporting Review

Its certified  
circulation is 50,000 copies

The announcements in the  
**ENGLEBERT MAGAZINE**

are consulted because  
they are attractive.

Apply for free specimen  
and full particulars at

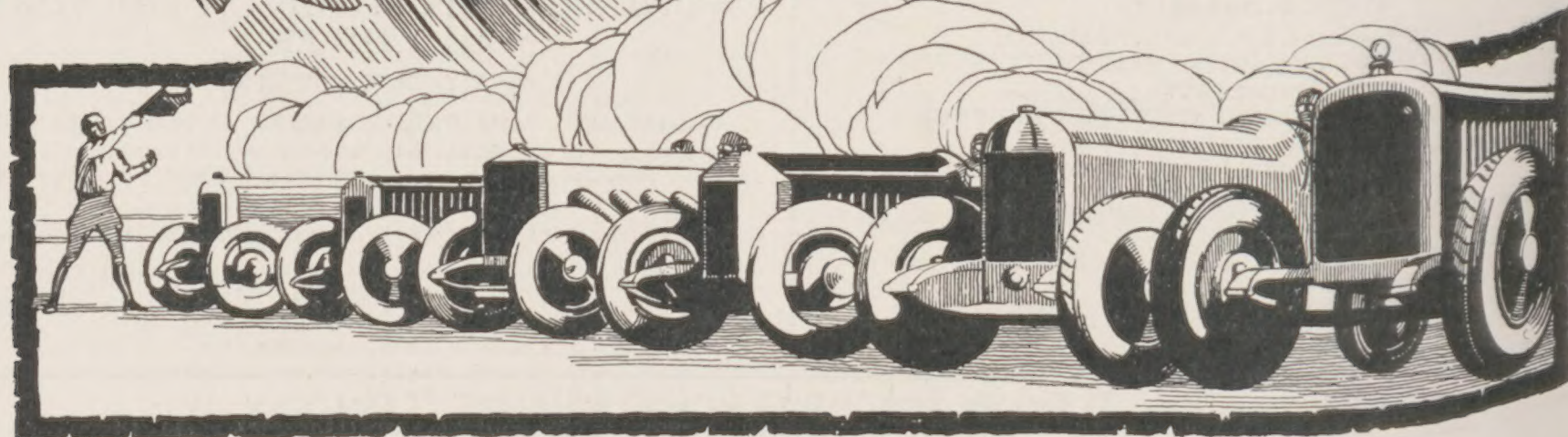
**ENGLEBERT MAGAZINE**

16-18 RUE AUGUSTE HOCK, LIÈGE, BELGIQUE

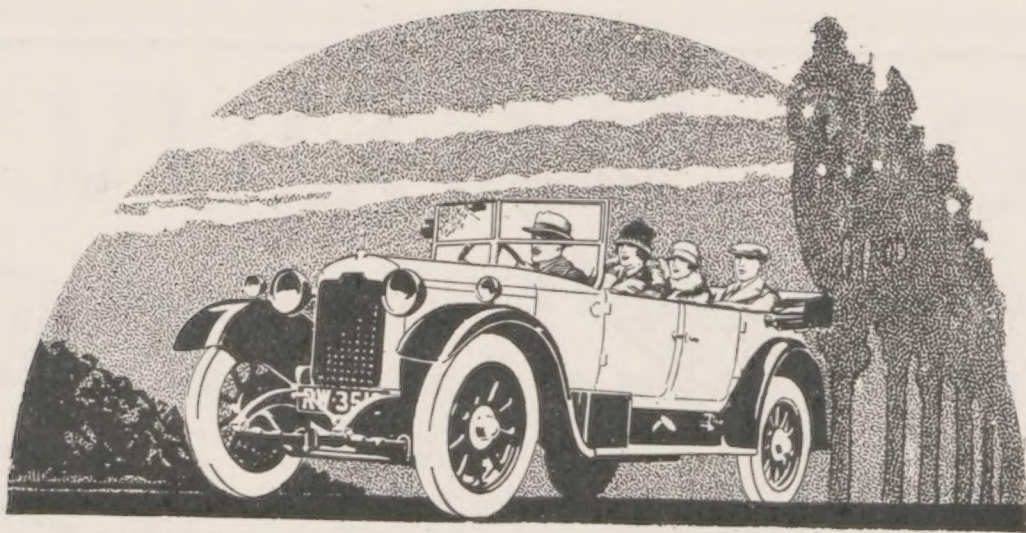
*Published by*

**ENGLEBERT TYRES LTD.**

162 Great Portland Street  
LONDON, W.1







# 1926 will be a **ROVER** Year!

The reasons why will be  
found at the Motor Show  
Olympia, Oct. 9-17, on  
**STAND** no. 107

(In the Main Hall near junction with New Hall)

**14/45** h.p.

*"Sweet - running  
as a perfect Six"*

**9/20** h.p.

*"Its tax is 9 —  
its power is 20"*

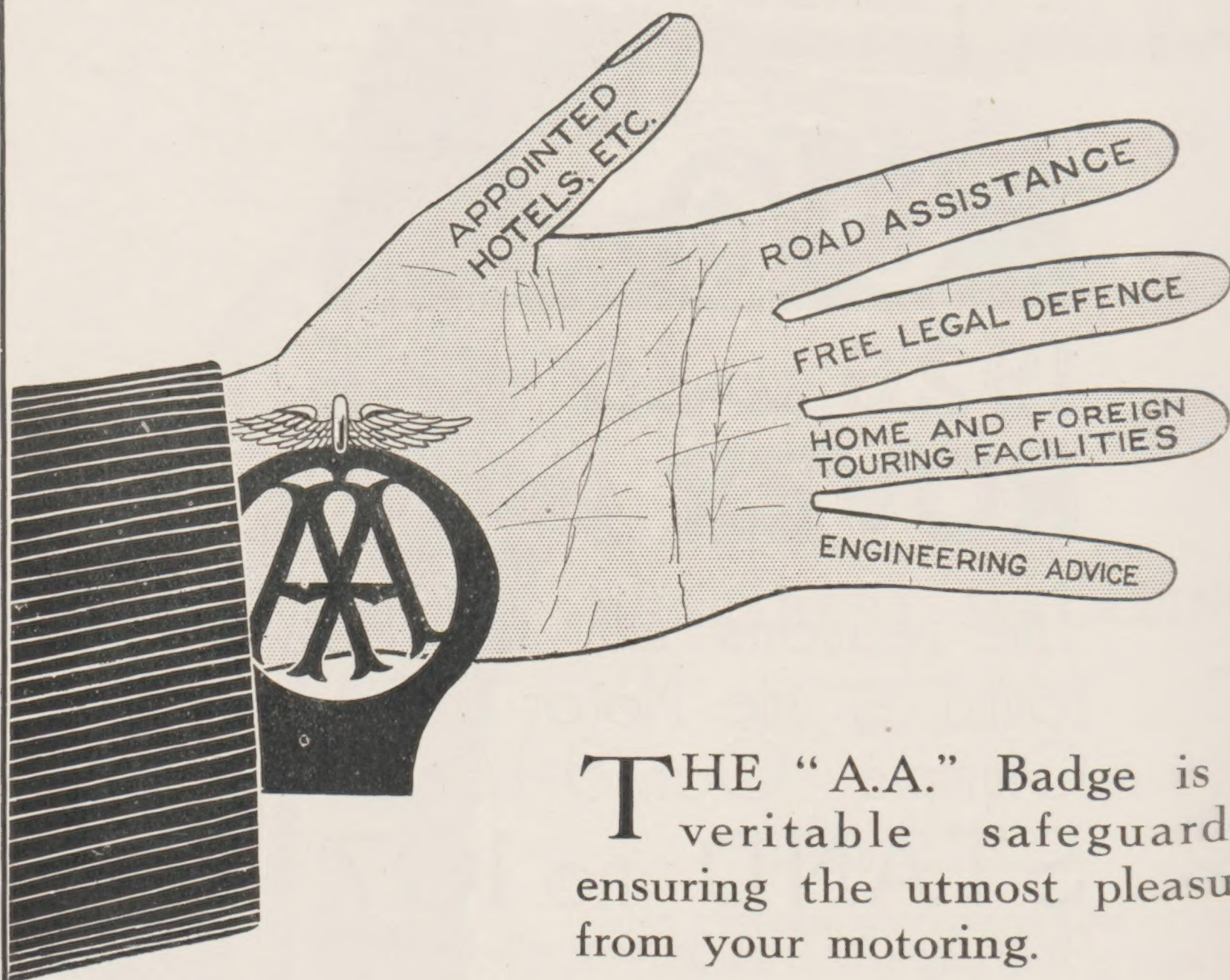
Each model is the best  
proposition in its class.  
Don't fail to see them.

# ROVER

THE ROVER COMPANY LIMITED  
61 NEW BOND STREET W.I. & COVENTRY

**ROVER IS BRITISH ALL THROUGH**





THE "A.A." Badge is a veritable safeguard—ensuring the utmost pleasure from your motoring.

**Always  
something  
up your  
sleeve.**

What is more conducive to a perfect holiday tour than the peace of mind inspired by the knowledge that "A.A." Road Assistance, Free Legal Defence, etc., etc., are ever at your command.

MOTOR SHOW  
STAND No.  
73

If you are not a member, write and obtain a copy of the booklet "Always Ahead" from the Secretary, The Automobile Association, 16 Fannum House, New Coventry Street, London, W.1.

**A.A. MEMBERSHIP IS NOW OVER 250,000**



# 1926 VULCAN MODELS

Even better value than ever  
*Four-Wheel Brakes on all Models*

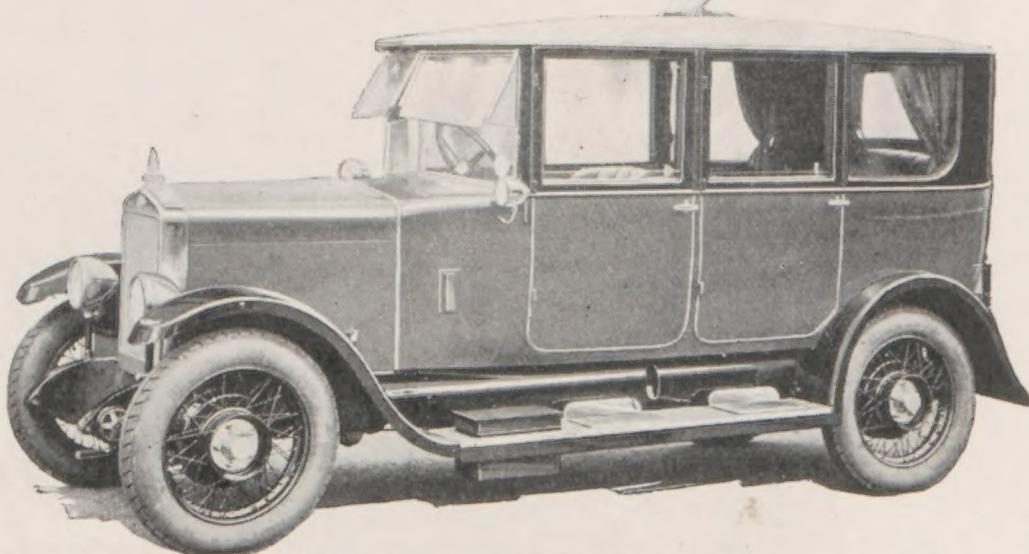
YES, although it sounds impossible to the man who already owns a Vulcan, 1926 models offer even better value than ever before.

Detail improvements and a more complete equipment on the Vulcan "12" make it the car of superlative worth. Everybody with motoring experience knows of the famous sturdy reliability of the Vulcan "12," of its low running costs and upkeep, and the ease and simplicity of driving. Also, last but not least, of the armchair comfort of the scientifically-built-for-comfort seats with the luxurious depths, and the springing which smooths out those potholes into mere ripples on the road.

Such a car was hard to improve. But we have been successful. Improvements have been effected, equipment has been lavishly enlarged, until the utmost value and efficiency have been attained. But.....the price has not been advanced. Surely such value is unsurpassed. Included in the extra standard specifications are four-wheel brakes with 12 in. diameter drums, and.....well, read of them all in the abridged specifications herewith.

Now we come to important news. We are introducing for 1926 two new models. Both O.H.V. A 12 h.p. Tourer and 12 h.p. Saloon. These are for the man who delights in speed—an exhilarating, effortless, noiseless speed, a big reserve of power, and a smooth, powerful engine, giving high averages on long runs. Both models display studied beauty of line. Purchasers can have their own choice in colour scheme. Specification and equipment are extraordinarily complete. Both cars will add lustre to the traditional Vulcan reputation of British reliability and honest value.

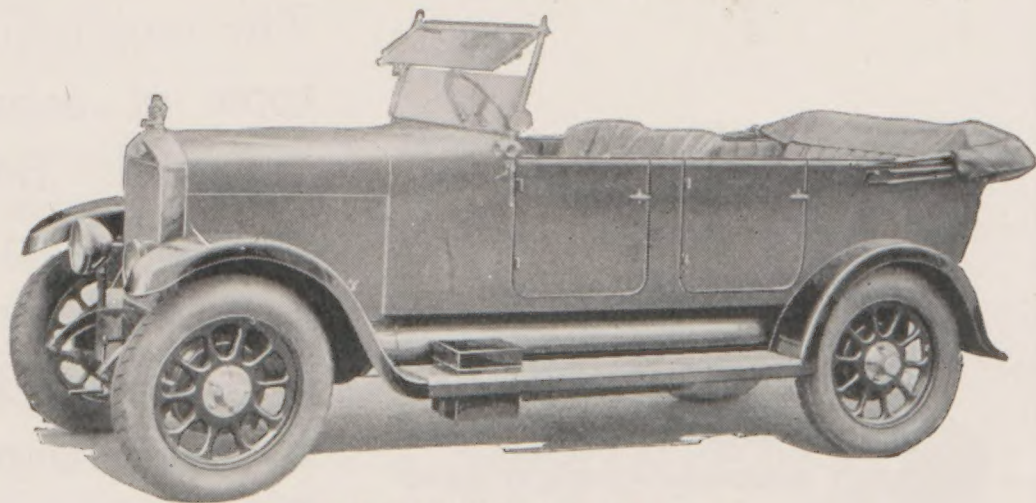
## ABRIDGED SPECIFICATIONS :



### VULCAN "12" O.H.V. Type

Four forward speeds. Right hand control. Drop-forged one-piece axle-case. Special cantilever rear springing. Four-wheel brakes. Shock absorbers. Dunlop balloon tyres, including spare wheel, tyre and tube. Forced grease lubrication, bulb and electric horns, clock, luggage grid, side and tail lamps, four doors, etc., etc.

O.H.V. 4-door Saloon £475 at Works  
4/5 Seater Tourer, £375 at Works.



### VULCAN "12" M.V. Type

Four forward speeds. Right hand control. Drop-forged one-piece axle-case. Silent worm-gear drive. Luxurious real hide upholstery in Antique finish. Dunlop balloon tyres.

Improvements and Additional Equipment include:  
Improved Bodywork. Four-wheel brakes (12-in. diameter drums). Shock absorbers. Marles steering gear, giving "finger light" steering. Individual and adjustable front seats. Sloping windscreen. Luggage grid.

2 or 4/5 Seater £295 Completely Equipped  
Touring Model Saloon, £395

THE VULCAN MOTOR & ENGINEERING Co. (1906), LTD. (Dept. AR 52),  
SOUTHFORT, LANCS.

Depots: LONDON, 118-122 Great Portland Street, W.1; GLASGOW, Hope Street; MANCHESTER, Mount Street, Albert Square; LIVERPOOL, Old Hall Street; LEEDS, Post Office House; CARLISLE, The Crescent; NEWCASTLE, Haymarket.

Agents in all districts

British

# VULCAN

Reliability



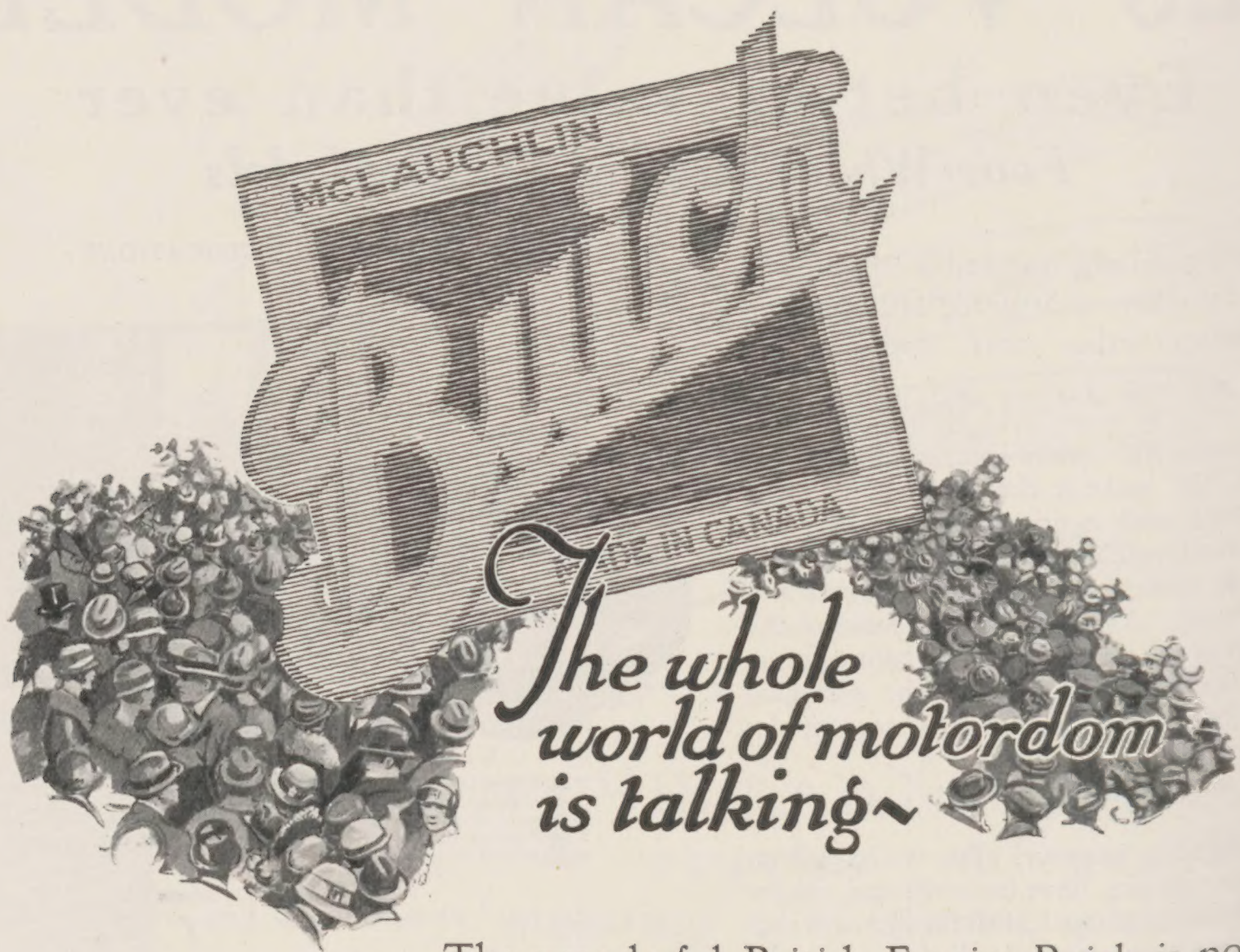
WILL YOU KINDLY MENTION

*The*  
**MOTOR  
OWNER**

WHEN REPLYING TO ADVERTISERS

October, 1925





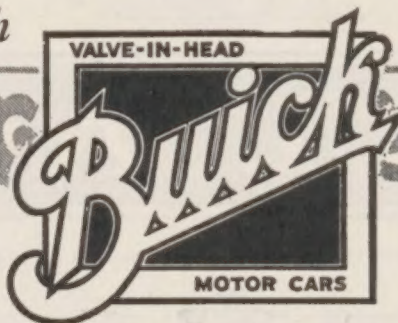
Open models are equipped with full vision, rigid side-curtains, complete accessory equipment, and a mass of refinements only to be found in the Buick. Closed models are generously dimensioned with absolute comfort, and all Buick types, open and closed, are finished in charming colour schemes with upholstery to match.

The wonderful British Empire Buick is now a topic of conversation wherever motoring is discussed. Built in Canada and completed at Hendon, this latest and greatest of Buick productions is the biggest advancement yet achieved in motor car design. Not content with meeting the exacting requirements of to-day, the British Empire Buick is years ahead of contemporary practice and performance. See the British Empire Buick at the Show and get the facts.

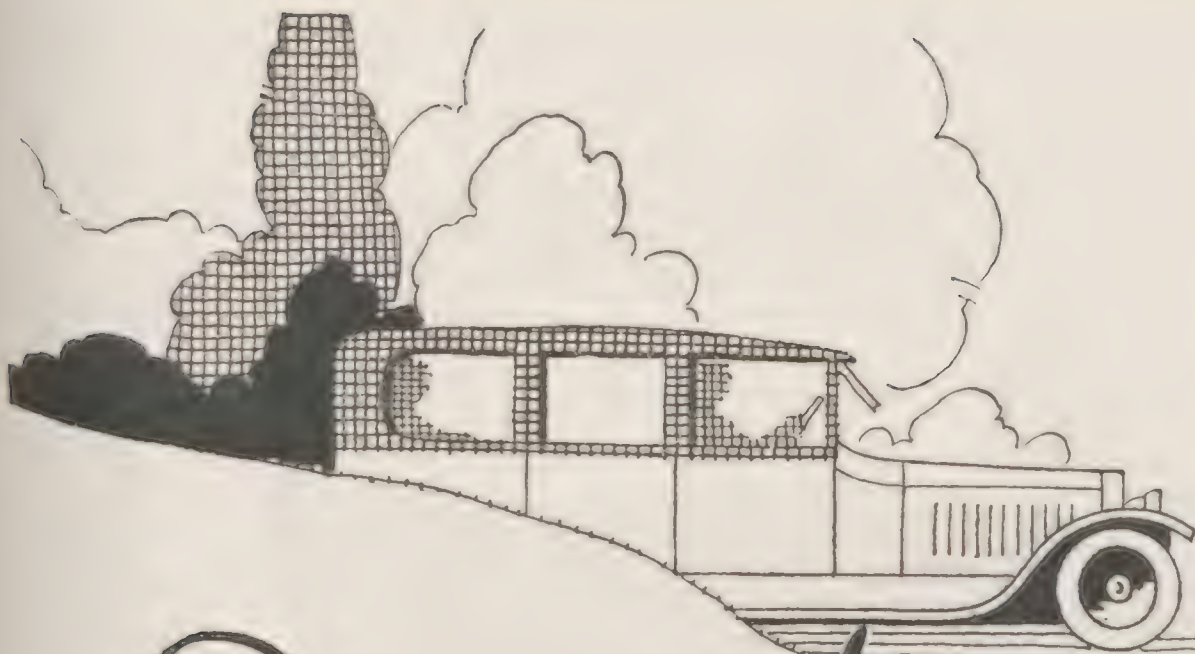
GENERAL MOTORS, LTD., EDGWARE ROAD, THE HYDE, LONDON, N.W.9

*The British*

*Empire Buick*







# Round Britain

After days and days of continuous running, Huile de Luxe retains its lubricating value and keeps the engine purring along smoothly. Motorists who found it necessary to change oil every 800 or 1,000 miles now get far better results with Huile de Luxe up to 2,000 or even 2,500 miles. That is because Huile de Luxe is easy-flowing when cold, retains "body" when hot, does not gum, and reduces carbonaceous deposits almost to the vanishing point.

## HUILE DE LUXE

*Prepared in three Grades*  
ZERO-WINTER-SUMMER



Write for interesting lists and literature on lubrication and allied subjects. Free to every motorist.

PRICE'S PATENT CANDLE CO. LTD.  
BATTERSEA, LONDON, S.W. II



# DIFFERENT OUT OF THE RUT—SUPERIOR



THE 10-15 h.p. WINDSOR is individually built. Specially designed for its front wheel brakes. Attention compelling, respect demanding; a car which incorporates 71 years of engineering experience. Only English materials—the best in the world—are used to build it; the best brains have been retained to design it. For £10 tax you get “big car” performance, all day and every day, with a comfort that is nothing short of luxurious. Handy, economical and highly controllable. It is the car for the motorist who has graduated beyond the “cheap car” stage and can appreciate perfection of design. See the Windsor at Olympia or, better still, write for an appointment to try the car for yourself. There is no more convincing argument.

## JAMES BARTLE & CO., LTD.

(ESTABLISHED 1854)

WINDSOR CAR WORKS, LANCASTER ROAD, NOTTING HILL, W.11

Telephone : Park 6593.

Telegrams : Bartle 2605 Park, London.

10-15 h.p. Two Seater ...	£345
10-15 h.p. Four Seater ...	£345
10-15 h.p. De Luxe Coupé ...	£465
10-15 h.p. Saloon ...	£465
10-15 h.p. Sports Two Seater ...	£395



OLYMPIA  
AVENUE G  
STAND No.

44





# Paved with Success

**L**EA-FRANCIS Cars which achieved such wonderful successes throughout last season will not be radically altered for 1926. A longer frame, positively driven speedometer, wider spring anchorage and track of springs are detail improvements which will be incorporated, in addition to which all models with the exception of the 10 h.p. 2-Seater will be equipped with four-wheel brakes.

A full range will be exhibited at Olympia,

## STAND No. 32

to which you are cordially invited.

*New Catalogues will shortly be issued. Write for a copy to be sent you as soon as ready.*

10 h.p. 2-Seater, 3 speed	-	£210	
4 speed	-	£262	10s.
10 h.p. 4-Seater, 4 speed	-	£273	
12 h.p. 2-Seater, 4 speed	-	£275	
12 h.p. 4-Seater, 4 speed	-	£285	
12 h.p. 2-Seater Coupé	-	£295	
12 h.p. 4-Seater Coupé	-	£365	
12/40 h.p. 4-Seater Sports	-	£375	
12/40 h.p. 2-Seater Sports	-	£370	



*Also*

M.C.C. London-Land's  
End Trial,  
6 GOLD MEDALS.

Vesey Cup Trial,  
CARLESS CUP.  
TWO SPECIAL  
AWARDS.

TWO 1st CLASS  
AWARDS.

# LEA-FRANCIS

**LEA & FRANCIS, LIMITED.**

LOWER FORD STREET - - - COVENTRY.

London Showrooms: 118-120, GT. PORTLAND ST., W.1.

Telephone: Museum 8720





## Plates

are of special lattice construction giving maximum efficiency for weight and bulk and enormous cranking ability.

**Exide**  
The Long-Life Battery  
Obtainable from Traders Everywhere.

STAND No. 451 MOTOR SHOW—OLYMPIA OCT. 9-17.



*Here it is!*

# CITROËN

*New Season's*

## PROGRAMME & PRICES

EFFECTIVE 11th SEPTEMBER, 1925

*7.5 h.p.*

3-seater Cloverleaf	-	-	£145
Coupé	-	-	£155

*11.4 h.p. English Body*

2-seater (with Dickey)	-	£205
4-seater	-	£210
Coupé (with Dickey)	-	£290

*11.4 h.p. French Body*

3-seater Occasional	-	£165
3-seater Cloverleaf	-	£180
Saloon (All-Steel)	-	£245
Coupé 3-seater	-	£275
Landaulette	-	£295

*Send for Citroën Book*

STAND 29  
OLYMPIA



11.4 h.p. English  
Body 4-Seater

£210

CITROËN CARS, Ltd.  
Citroën Building  
Brook Green  
Hammersmith, W.6  
West End Showrooms:  
60, Piccadilly, W.1

*Supreme Value!*



K 308

WILL YOU KINDLY MENTION *The* MOTOR OWNER WHEN REPLYING TO ADVERTISERS

October, 1925



# Distinction in Car Comfort and Protection

VISIT  
STAND  
254

**RAMSDENS**  
MOTOR  
TOOL - BAGS

Made of the best leather by skilled leather workers, they are well made, strong and useful adjuncts to the motorist's kit



**Fabram**  
REGISTERED  
RADIATOR COVER

Makes starting easy on the coldest morning and prevents frozen cylinders and cracked radiators. Made of the finest quality black waterproof leather-cloth, lined with thick felt



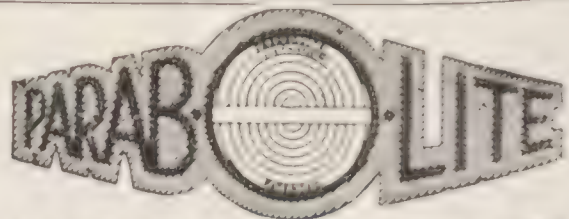
## THE GAITER WITH THE WICK TUBE

The New Model far surpasses any other form of spring protection. A new Oil Charger of advanced design is supplied, while the oil nipple is so arranged that recharging with lubricant is simplicity itself, whatever the position of the springs on the car. The oil feed, by means of the Wick Tube, is so positive to every portion of the spring leaves, while the gaiter fits just like a glove in every part

FOR DYNAMO  
& FAN DRIVES



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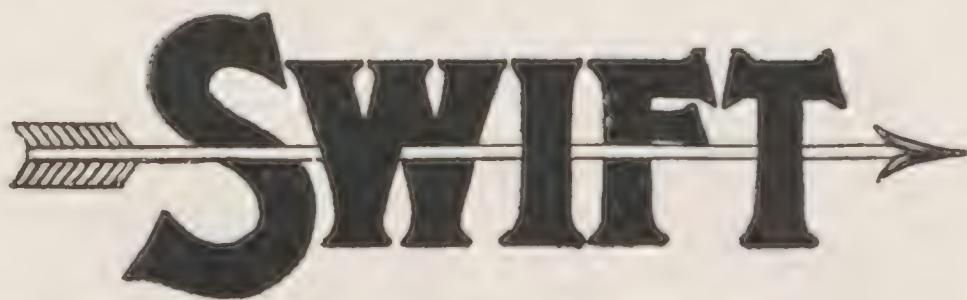
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**Gear Box**—Unit construction. 3 speeds.

**Four-wheel Brakes.** 5 Detachable Steel Artillery Wheels fitted with  $27'' \times 4\frac{1}{4}''$  Dunlop Reinforced Balloon Tyres.

Electric Lighting and Self-Starter. Fully Equipped.

2 or 4 Seater - - - - - **£235**

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**Engine**—4 cylinder, detachable head.  $72 \times 120$  mm., 1,954 c.c. R.A.C. Rating—12.8 h.p. Side-by-side valves of Cobalt Chrome Steel. Aluminium pistons. Three-bearing Crankshaft. Thermo-syphon Cooling.

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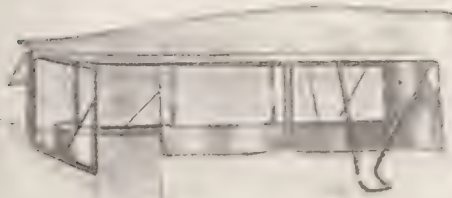
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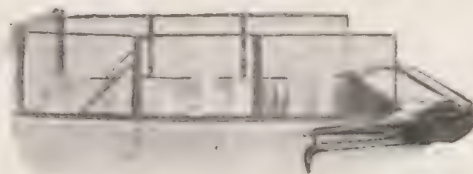
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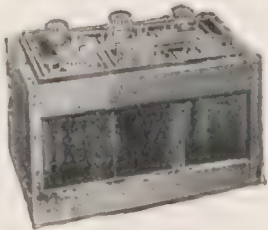
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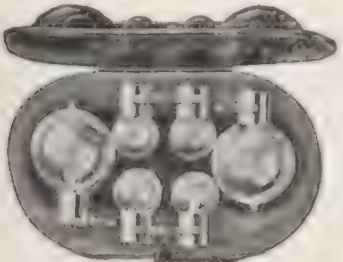
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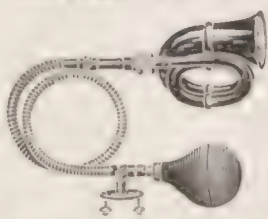
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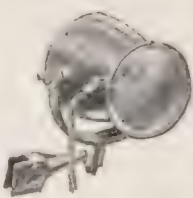
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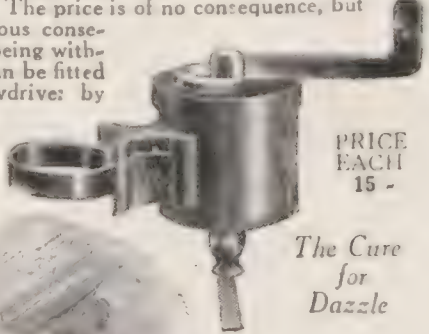


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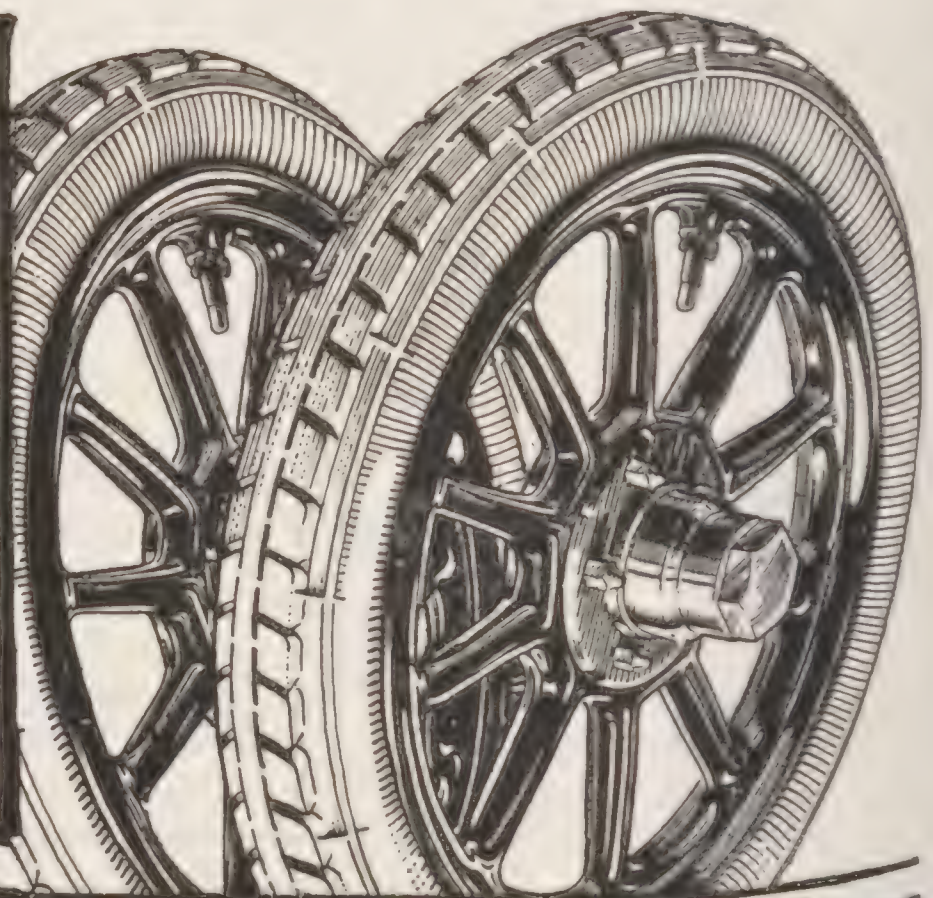
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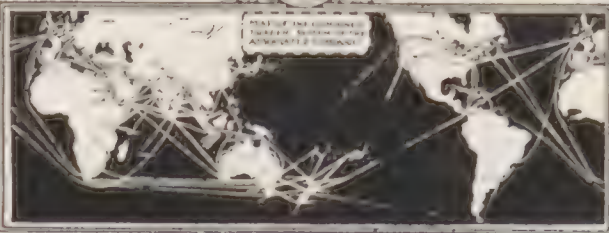
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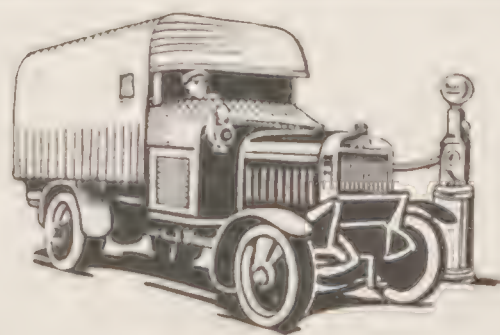
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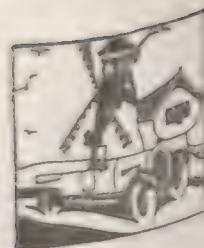
WILL YOU KINDLY MENTION *The* MOTOR OWNER WHEN REPLYING TO ADVERTISERS

October, 1925





# INDEX TO ADVERTISERS



*If you wish in this world to advance,  
Your merits you're bound to enhance :  
You must stir it and stomp it,  
And blow your own trumpet,  
Or, trust me, you haven't a chance.  
—W. S. Gilbert.*

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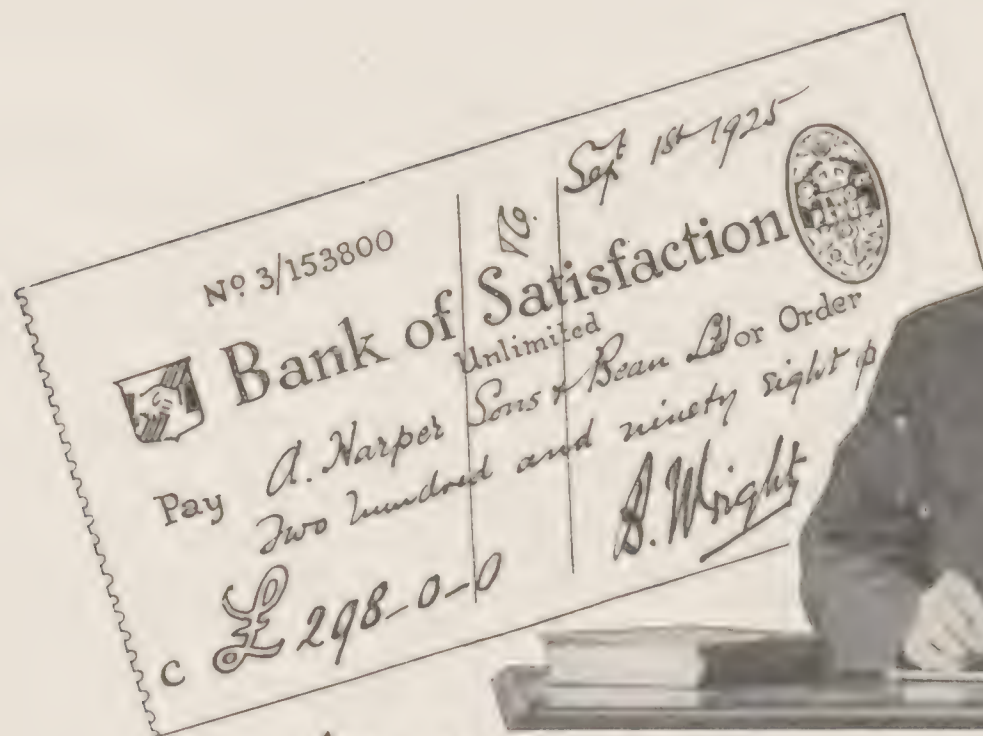
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# THE MOTOR OWNER

Managing Editor:

EDGAR de NORMANVILLE



OCTOBER · 1925

VOL. VII · NO. 77

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The Editor will be pleased to consider contributions of special interest to the car owner, provided they are of high quality and in every way suitable to the magazine. Short illustrated articles are preferred, dealing with any aspect of private motoring, either as regards touring or the home management of the car. First-class snapshots of roadside scenes or incidents are particularly desired. All photographs and sketches should be fully titled on the backs and bear the name and address of the sender.

Contributions should be addressed to the Editor of "The Motor Owner," 10, Henrietta Street, W.C.2, and should be accompanied by a stamped, addressed envelope. While every effort will be made to return them if unsuitable, the Editor cannot hold himself responsible in case of loss or damage.

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"And yet this time remov'd was summer's time ;  
The teeming autumn, big with rich increase,  
Bearing the wanton burden of the prime."





## SEEN THROUGH THE SCREEN

THERE is good news for all motorists who desire to cross the River between Bristol and, say, Stinchcombe.

At present the long run to Gloucester must be undertaken before a passage is available, although there are ferries for pedestrians and motor-cyclists at Sharpness and Arlingham.

This roundabout route will, however, soon be rendered unnecessary. A new ferry is to be started which will ply between Aust Cliff in Gloucestershire and Beachley on the Welsh coast.

The vessels on the service will be steam or motor driven, capable of carrying the largest car, and with sufficient deck accommodation to cope with any likely traffic. Motor vehicles of all descriptions will be able to drive direct to and from the ferryboat deck.

It is interesting to note that the location selected for the passage was once used by the Romans for a ferry. This link with the past gives one an old example to hand, have motorists to wait so long for a much-needed ferry?

However, we must not let procrastination become the thief of gratitude.

### Dangling Chain Dangers.

A correspondent draws our attention to an incident which he witnessed a short time ago on the road.

It places it, most justly, in the category of preventable dangers, and a true public spirit desires that we shall mention it in our columns as a warning to his fellow-readers. Needless to say, it gives us much pleasure to comply with his request.

The story concerns a motor-cyclist and a lorry; and the driver of the commercial vehicle was the, no doubt, unwitting culprit, for in fastening up a board, he had left the securing hook dangling over the side, instead of tucking it away in the body. As the motor-cyclist was passing, this chain swung over and caught in his levers.

Fortunately, both vehicles were going

very slowly, and, consequently, pulled up without mishap, but if either had been proceeding at speed there would have been a terrible accident.

When witnessing the incident, our correspondent instinctively substituted a car for the cycle, and pictured mentally the possibilities of the chain smashing against its windscreen, with, in all probability, disastrous results.

### Brighter "Bobbies."

Motorists have been complaining that they cannot see the Newbury policeman on point duty at night; and the Corporation have installed a lamp of 1,000 candle-power over the officer's head.

The incident inspires the office troubadour to versify. We notice that he transposes a Latin quotation, but suppose something must be conceded to poetic licence:—

We'll have to change the p'liceman, and  
We'll have to do it soon,  
For motorists can't see his hand  
—Unless there is a moon!  
Constabulary mandarins  
In future, if they're wise,  
Will only choose for Bobbies, men  
With very flashing eyes,  
And characters so good that they've  
An iridescent halo,  
(Their references we, I fear,  
Must take "cum salis grano.")  
Or here's a means would meet the need,  
Make Brighter London, too—  
Illuminate our Roberts with  
Gay lamps of red and blue.

Or put electric adverts on  
Their broad and manly backs,  
The revenue accruing might  
Abate the motor tax!  
The scheme is one, you'll all agree,  
That sets the heart on fire.  
You're bound to see a man whose back  
Depicts a Dunlop tyre,  
Nor could you very well o'erlook,  
However dark the night,  
A pointsman whose broad chest displayed  
Buchanan's Black and White.  
My plan would pay the nation's debts;  
And, more than that, I wist,  
Would satisfy the needs of the  
Myopic motorist.

### Bury the Bones.

We hesitate to suggest adding yet another to the multifarious Leagues for inculcating good citizenship, yet there is most certainly room for one which might take for its slogan, "Rubbish Removed."

Such an Association would have no need for the usual legion of officials, or the customary subscription. Its ranks would be recruited from all road-users, whether they go afoot or awheel; and all members would be pledged to leave a beauty spot as they found it.

When they had finished their *al fresco* meals they would collect "whatsoever is combustible" into a heap and set light to it; of course taking due precautions that the fire did not spread to surrounding herbage. They would bury the empty bottles and tins, or pack them up for ultimate disposal in home dustbins. In a word, they would be "clearers," not "scatterers."

THE MOTOR OWNER is not alone in advocating this effort towards preserving country-side amenities. The R.A.C. have issued a special appeal in connection with the matter, and, indeed, have instructed their Road Guides in every part of the country to suggest to motorists how best to dispose of any litter. It only remains for other, and, we venture to think, more culpable highway rovers to amend their ways, and all will be well.

### Danger Deviseth Shifts.

The month that has just passed has been fruitful in suggestions for various devices to counteract road dangers.

No doubt the distressing crop of motoring accidents has stimulated the imagination of inventors. But in this connection, and without any desire to underrate the necessity for extreme caution in driving, it must be pointed out that the enormous multiplication of motor vehicles of all kinds must, to a great extent, be responsible for the increase in casualties.

However, this by the way, and in any case the fact only emphasises the



necessity for giving careful consideration to any scheme designed to obviate accidents.

Amongst other inventions mentioned, there is that of Lieut.-Colonel Guy Liddell, F.R.G.S., which would, within certain limits, diminish the dangers of that bugbear of drivers—the sharp road bend concealed by intervening hedges.

### Utilising the Exhaust Fumes.

Colonel Liddell's scheme is to use the exhaust by impinging on it a chemical compound in such a way as to throw visible vapour vertically from the exhaust pipe—when required. The signal would be visible over the interposing hedges or other obstructions, thus clearly denoting the presence of an approaching car to a driver coming to the bend from the opposite direction.

Of course, before this scheme could be adopted, an alteration, or rather a modification, in the existing regulation would have to be brought about. As we all know, visible exhaust, except from any temporary or accidental cause, is prohibited. However, as this is permitted, or ignored, in the case of steam lorries—are not all road-users familiar with the exhaust steam belching from their funnels?—the powers that be surely would agree to a mitigation of the ruling in the sacred cause of Safety.

### What of the Night, Watchman?

One objection to the scheme, as at present detailed, is that it ceases to operate at night. Of course, the inventor may consider that the headlamps of approaching cars convey a warning sufficiently early; and to a considerable extent his assumption is, of course, correct. But there are certain hairpin bends fringed with hedges, where it would be distinctly advantageous to get notice of the approaching car across the narrow part of the bend, rather than waiting until the headlight rays reach the actual point of curvature.

However, this objection is not insurmountable. The column of vapour could be illuminated at night by a powerful red lamp. A device which has been used for some years to create the illusion of a conflagration in stage

productions, and at the present time is utilised for a part of the illumination at Wembley. THE MOTOR OWNER has much pleasure in offering this suggestion for the inventor's consideration.

### At the Cross-roads.

Also, there have been suggestions for automatic warning at cross-roads, and somebody has advised that we should adopt in Britain the system of *carniveaux* so prevalent in most parts of France.

We know the *carniveau*, and have suffered from it! Although it may be necessary in France, the land of the most reckless driving in the world, we have no desire for it here.

The pestilent contrivance is a shallow channel with rounded edges, running right across the road. The motorist who overlooks the warning which gives notice of its presence, and crosses it without reducing speed, probably emerges with broken springs, or without the under-shield of his car. We are well within the truth in stating that it is responsible for more accidents than it prevents.

### Switches and Mirrors.

A safer contrivance is the invention of Mr. Paul D. Tyers. The idea of this is to cause approaching traffic to set into operation an automatic signal placed at the cross-roads.

The device is governed by an electric switch associated with a strip extending halfway across the road, a good distance away from the dangerous corner.

A vehicle crossing the strip closes the switch which operates the signal. This in turn gives warning to traffic on the other road.

Without in any way questioning the ingenuity, or the effectiveness, of the inventor's device, it must be admitted that it is at the mercy of any mischievous person who is impelled to play tricks. Perhaps Mr. Tyers will devise some means to obviate this drawback?

For ourselves, we are inclined to our faith to the large mirrors placed as to reflect oncoming traffic from both directions. Such an one is situated at Malmesbury. It was described in our June issue.

### Good-bye, Petrol?

According to Dr. John S. Haldane, the driving power for motor-cars in the not very remote future, will be steam instead of petrol.

The distinguished scientist bases his belief that the internal-combustion engine will be superseded upon the wastage of heat energy which takes place in it, as compared with the steam engine. In the latter, every effort is strained to conserve the available heat whilst in the former, means have to be devised to get rid of it. Otherwise the steel of the engine would not stand the heat to which it is subjected.

Beyond all question this is a fatal drawback to the internal-combustion engine does exist, and no doubt Dr. Haldane is correct in his contention that a complete steam engine and boiler could be smaller and lighter than that of an equivalent internal-combustion engine. What intrigues us is the question of fuel to keep the boiler boiling. Presumably it would be automatically supplied.

One thing is certain. We shall cease to be motorists if we have to stoke the engine with "black diamonds."

### Our Enlarged Show Number.

In this issue of the Seventh Show Number there are special articles dealing with the Car Coachwork and Accessories Sections at Olympia in addition to the usual features. We extend a cordial invitation to visit our Stand, No. 58, in the New Hall, where we are exhibiting a collection of original colour drawings and artistic supplements.



Street Imp: "Hey, Mr. Taxi-man, gimme a help with the starting handle."





*Dora* : "He'd be an excellent salesman if he wasn't quite so loquacious."

*Flora* : "Another thing I don't like about him. He talks too much."



# DRIVING HINTS FROM EXPERTS

No. 5.—By MALCOLM CAMPBELL

*"I truly think that the finer art in driving lies in the ability to obtain the utmost service from one's car, while at the same time subjecting it to the least amount of wear and tear; and in causing the least amount of discomfort to passengers, and other road users"*

**F**EW seasons have witnessed such an extraordinary boom in the ranks of the motoring community as that which is now closing. Never before have these ranks been increased in such enormous numbers, a record which has every promise of being broken repeatedly in the future.

What, then, does this mean? One thing which stands most pronounced to my mind, and which, therefore, is the reason for this little chat, is that it means with every dawn of a new day hundreds upon hundreds of fresh and inexperienced drivers are being released upon the highways and byways of the world, to gather those two qualities which alone make for an efficient driver: (1) Experience, and (2) Road Sense. And since it is necessary that every care should be taken in the education of these new users of the road, I offer the following few hints and a little practical advice, with one idea in mind—to assist them in gaining these Two Essentials.

It is easy to drive a car, but it is no easy matter to drive it efficiently. I will explain now some of the procedure which I consider the best form of driving proper, and which, if followed, would tend only to reform the driver of careless habits and improve those with good driving methods.

## Observation.

If anything, observation is the most important factor of Safety First driving. In the good driver's vision all is enveloped, his immediate and distant front, his right and his left, with the result that his alertness prepares him for all emergencies. Let me give an example of keen observation. If I am about to pass a corner I always take particular notice of the movements of any pedestrian near that corner. For instance, if I see a person walking leisurely from one side to the other of the road which I am passing, I know at once that there is little likelihood of a car coming from that road, for the simple reason that if there were, the pedestrian would never attempt the crossing. This I have proved again and again, and it is a hint well worth taking.

## Warning of Approach.

Now, I have often heard the remark, "Never drive on the hooter." Well, I

personally do not agree—within reason, of course! I would a thousand times sooner be condemned for creating a supposed nuisance by over-use of the horn (and I invariably carry two horns on my car) than once be the cause of an accident through slackness in this respect.

Of course, one must use a certain amount of discretion. It would be madness to creep up to within a foot of a person and then deliver a stentorian roar upon the horn. This, to my mind, can lead only to the confusion of the pedestrian, and, as likely as not, to a serious accident.

## Road Signals.

Whatever be your variation from the "straight ahead" course, especially in traffic, always signal your intention to those concerned. But—and here is a point I would like to impress upon the reader—make that signal a *reasonable* time before putting the change into effect. After all, the efficient execution of road signals requires very little skill, while their proper use lessens all possibilities of danger.

## Wear and Tear.

The wear and tear of a car is a factor in driving which I study probably more than anything else; and I am of the opinion that with a good driver his car after, say, 10,000 miles, will suffer in this respect in far less degree than a vehicle badly driven for 2,000 miles. I truly think that the finer art in driving lies in the ability to obtain the utmost service from one's car, while at the same time subjecting it to the least amount of wear and tear; and in causing the least amount of discomfort to passengers, and other road users.

How often one sees motorists dash-ing up to a corner and braking on the corner itself, or the motorist who, when approaching a traffic block, dashes up to within two or three feet of the vehicle in front and then jams on the brakes. Both these methods result in excessive wear and tear on the tyres and the brake linings, in addition to severely straining the transmission mechanism. Moreover, this practice frequently is the first cause of body rattles, because sudden brake action immediately affects only the wheels and chassis, whereas the

body tends to "carry on." The proper procedure in both cases is to decelerate some time before the corner or the traffic block is reached, allow the engine then further to brake the car's progress, when, if necessary, the brakes can be used as the final stopping agency.

And now we come to another bad habit which causes more unnecessary and sinful depreciation than anything, that of hanging on to "Top" to the very last moment. It is a bad practice from all points of view. The engine suffers unmercifully, and the transmission is considerably overtaxed, which ends in one thing—undue wear and tear. Make an early change.

I should like now to emphasise once again one or two of my earlier remarks:

1. Watch the actions of pedestrians; such actions often tell you what you want to know.
2. Over-hoot before an active car rather than hoot over an inert body.
3. Give all road signals, and so ward off a collision.
4. Study wear and tear. Would you ill-use your watch, and then send it to a blacksmith?
5. Never come into a main road unless you know the way is clear.
6. Remember the crest of a hill is nearly as dangerous as a right-angle corner.

And here are one or two further useful hints:—

When starting in the morning, let the engine run for a minute or two before moving. This will allow the oil to regain its thinness and become evenly distributed; a momentary pause which may save a week's forced work.

Never drive on wet roads as fast as you do on dry. There is no difference with some drivers until it is "impressed" upon them.

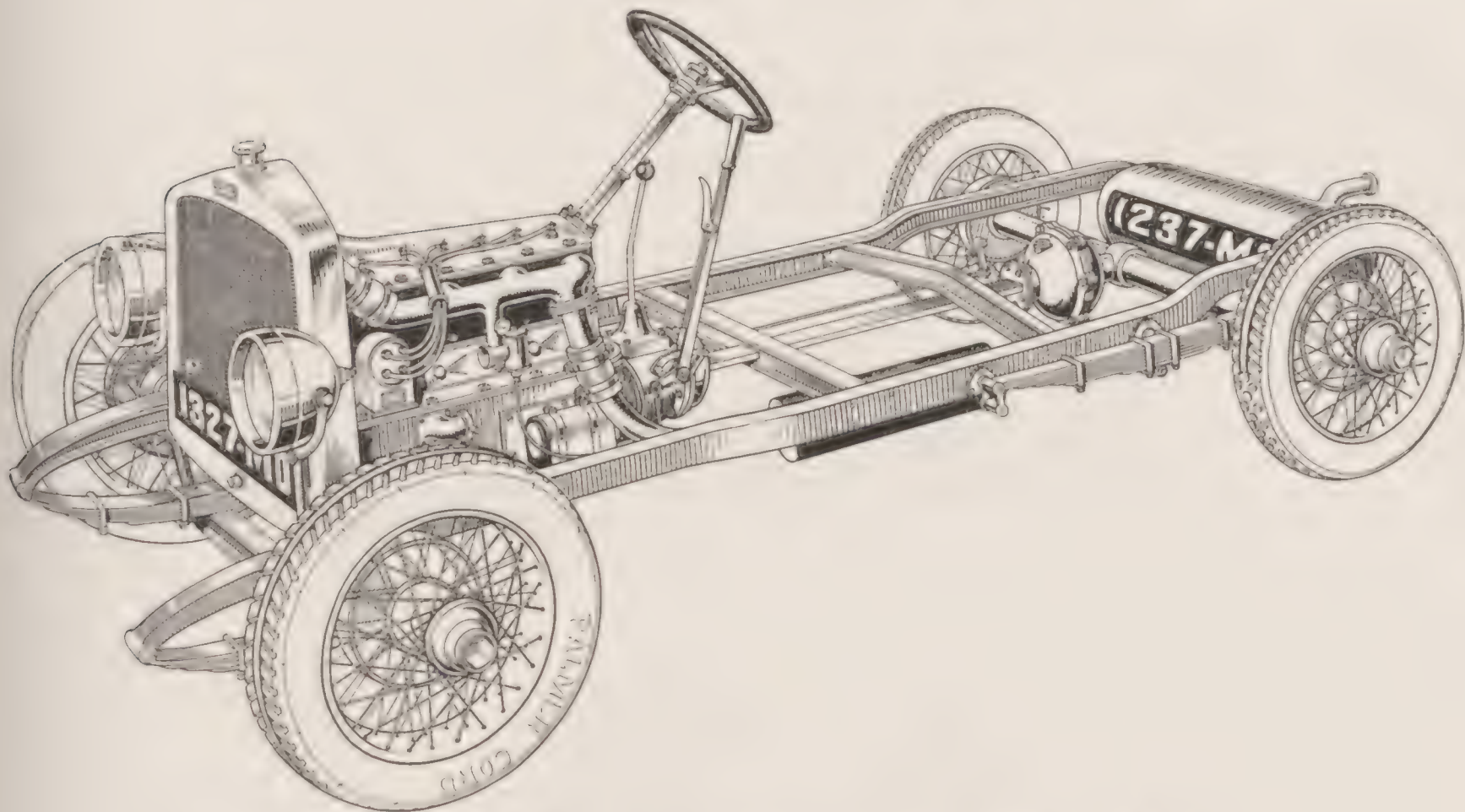
Night driving, up to a point, is safer than by day because of the earlier warning one receives from oncoming headlights, especially in the country. But this is no proof that darkness means the corner means a clear road.

If a car passing in the opposite direction ventures too close to you, refrain from waving it over to the proper side. Your arm may be used to extend to more than a foot beyond the edge of the running board, and a smashed hand hurts terribly!



## OUR COMPETITION PAGE

*The first motoring problem published in our September issue has proved so popular that we have decided to make the idea a feature. This one is just a wee bit more difficult—though not too exacting.*



*The very latest—The Orl Gonwest chassis, Stand 58, New Hall. How many glaring mistakes can you pick out?*

HERE is another delightfully intriguing problem for your interest and amusement in spare minutes. The Motor Show period had a bad effect on our tame artist, and he insisted on designing a chassis on his own account. Our technical Editor has christened it The Orl Gonwest—and we feel that his descent into the vernacular is warranted! However, it makes an interesting problem picture.

All you have to do is to see how many glaring mistakes you can trace in this chassis. There are no "catches"—all the mistakes are obvious in varying degrees. For instance, the registration number inside the petrol tank is very obvious.

Just schedule these on a postcard or in a letter, and post your attempt to The Editor, THE MOTOR OWNER, 10, Henrietta Street, Covent Garden,

W.C.2. There is no entrance fee. All attempts so received up to and including the first post on November 1st will be placed in a sack, and the first correct solution withdrawn will get the first prize—a MOTOR OWNER mascot. The second prize of a guinea will go to the second successful attempt so selected, and the third prize of half a guinea will be similarly chosen.

In the event of no competitor completely solving the puzzle, the prizes will be awarded to those who get nearest. There will also be one dozen consolation prizes of packs of MOTOR OWNER playing cards—which have the MOTOR OWNER mascot on the back and are of the best quality procurable.

The prize winners in our September competition will be announced in the next issue of THE MOTOR OWNER, published on November 1st.

*The bulk of this little problem is not really so very difficult.*



# WHEN A MOTORIST SHOULD TELL

By CAPTAIN E. DE NORMANVILLE

*Opinions vary as to whether a motorist should take personal steps against another motorist who is driving "to the common danger." This article offers advice on the vexed point.*

ONE of the greatest exponents of Journalism has claimed that repetition constitutes its soul.

If that is so, then, by all the rules, the subject of this article should be—"The Motor Show of Nineteen-Twenty-Five"; it having been my practice for many years to devote my article in the Show Number of THE MOTOR OWNER to Olympia.

However, on this occasion I am departing from previous custom, because I feel that the virtue of repetition may be overstrained. It must give way to the desire to invest this magazine with that "enchanted spirit, dear variety"—the noun variety, in our case, being qualified by the adjective "motoring." So the subject of the Show being fully dealt with in the Olympia section, my muse shall seek inspiration in another quarter.

The one which comes to hand is an automobile problem which must have touched the spot in the conscience of many car-owners. Should a motorist who finds a fellow motorist breaking the law of road-safety play the part of informer? And now, having put the knotty point before you, it is up to the propounder to find an answer!

Well, one recognises the acute difficulties of the situation. The attitude of all us law-observers is tinged with illogicality. We keep the law, at any rate so far as it concerns the safety of the subject; and, moreover, we expect other road-users to do the same. Yet when we find another motorist flagrantly pursuing a course of conduct which is dangerous to the community, we are content to dismiss it with a contemptuous shrug, or, at most, with an angry oburgation flung at the offender as we pass. We respect the law, but we respect more that inward instinct against informing. We will not take on the policeman's job, although, logically, we should all be policemen where safety is concerned.

At this point, I can imagine you exclaiming "Good Heavens! Does the man expect us to bear witness against every motorist who breaks the rules of the road? If so, the best portion of our days will be spent in the witness-box at a Police Court!"

I hasten to clear myself. No, obviously, such indiscriminate action would be undesirable both to yourselves and to the cause of motoring.

Sweet reason must be exercised. You must make a clear distinction between major and minor breaches of the rules, and, what is more, you must be sure that the case in question is one which is unmistakably dangerous to the life and limb of road-users before you take the contemplated action.

Once that conviction is genuinely arrived at, then I maintain that the freemasonry of motordom no longer binds you. It is your duty as citizen and as motorist to take steps which will put an end to the danger.

To come down from the abstract to the particular, let us take one or two examples which in my opinion would afford justification for interference. They shall be instances which, although not of frequent occurrence—for which, hearty thanks!—may yet come within the purview of any owner-driver, or indeed, other road-user.

The first shall be that truly lamentable happening when a car is passed, on a lonely road, with a man at the wheel who is palpably drunk, or, to be charitable, seriously ill.

In such a case the plain duty of any motorist is most clearly indicated. He should take the first opportunity which arises to stop at a police station,

and give information of what has been observed.

He need be under no misapprehension as to the possibility of injustice. What will happen is that the police authorities will telephone to the next town, and steps will be taken to stop the offending, or unfortunate, driver for the avowed purpose of examining his licence. If he is ill, he will receive medical attention. If he is drunk, he will deserve all that he receives!

The informing motorist need have no qualms of conscience for assisting in the downfall of a man who has brought discredit on motordom by being intoxicated at the wheel. The culprit is a menace to society, and as such should be dealt with rigorously.

My first example is one which is applicable to any driver of average motoring knowledge as well as to the expert. The second applies more particularly to the trained observer; and perhaps the argument for action rests on more debatable ground.

However, here it is:—A lorry overtaken which has an appalling steering wheel wobble. A closer examination discloses that the steering rod has been bent badly, and that it is also very loose, indeed is liable to part company with the steering arm at any moment.

In such a case, my view is that the duty of the observer is to advise that he should remonstrate with the driver of the lorry, and further that he should advise the effecting of temporary repairs by the aid of copper wire bindings.

If the driver of the lorry resents the advice—and a man who is reckless, or ignorant, enough to drive with his steering gear in such a condition probably will—then the case should be brought to the notice of the nearest policeman, and the matter left in his hands.

To sum up, advice upon this matter may be crystallised in a maxim: Be an informant where duty demands that you should be, but never mistake doubtful interference for duty! Remember that other chap has a point of view!



*To be exhibited at Olympia: only obtainable from "The Motor Owner" Stand, No. 58 in the Annexe. "The Psychic Six"—spirit control; no running expense."*



# WANTED—A BRIGHTER MOTOR SHOW

By CAPTAIN P. A. BARRON

*I suggest that French, Spanish, American, Italian and other foreign cars should be adorned by selected beauties from the respective nations so that we should have the opportunity of comparing our English roses with the famous peaches of America, sun-kissed Italians, and other famous makes of girls.*

ON previous occasions I have thought it my duty to criticise the Motor Exhibition. I have pointed out that there is not enough variety. Every year there are lots of people and a lot of cars; acres of tyres which never puncture, and rods, poles or patches of patent patches and vulcanisers to cure them when they do.

There is a sort of herbaceous border of gadgets upstairs, and these various items compose "The Show," which is visited by a quarter of a million people annually—or it may be half a million. Whatever the aggregate, they all seem to be there on the days when I attend.

Now, my view is that the exhibition should be entirely reorganised. I want it to be on a more ambitious scale; I desire that it shall be spaced out. I wish it to be spectacular and thrilling—educational, and at the same time funny without being *risqué*.

My first suggestion is that next year it should be transferred to Wembley, and I presume by then the great buildings will have been vacated.

The Scenic Railway would be used to demonstrate the hill-climbing capacities of the new cars and also to convince nervous motorists of the effectiveness of modern four wheel brakes. There would be accidents, no doubt, but these, if properly advertised, would merely add to the popularity of the exhibition. Private motorists might be encouraged to drive their cars over the mountain course, and possibly competitive hill-climbing might be organised on the most some chutes which used to cause squeals of terror.

It appears to me that the Stadium might well be used as a racing track, the tiered seats were lightly surfaced about the Brooklands standard of ghastliness.

By way of variety a most instructive race might be organised. An attraction would be the hunting of specially trained pedestrians by skilled motorists, who would endeavour to run them down. I feel sure that the dodging and doubling of the pedestrians would bring such applause as have not been since Londoners had the opportunity of seeing cattle having their horns broken and their horns torn off by

could make, but I suggested to the Editor that other experienced motorists should be asked to express their views, and I feel that the following letters contain more practical ideas than any I could express.

To the Editor of THE MOTOR OWNER.

DEAR SIR,—Your admirable efforts to brighten the Motor Show deserve encouragement. In my opinion what is needed is human interest. I propose a beauty competition. In each car should be seated a really beautiful girl to be selected by a committee. I would willingly act as one of the committee myself.

The Queens of Beauty should sit at the steering wheels of cars, or lounge gracefully in the saloons upholstered with carefully selected colours to harmonise with the various complexions.

I think prizes might be offered for various types of beauty. Thus a sporting car should be decorated with a lovely girl of the sunburnt, open-air type now so fashionable; a saloon might contain a more fragile style of beauty: petite for the light cars, and of more impressive proportions for the 40 h.p. models. I suggest that such

arrangements would be highly educational to young men and women visitors. The former, having decided upon the cars they wished to purchase, would see at a glance the types of girls who would make suitable wives, and the latter would decide what car owners they should select.

Those already married would be able to determine if they should change their cars or their partners.

If the Canadian exhibits were well chosen emigration would be increased, and thus the cause of Empire would be served.

If you think well of the suggestion [We do.—ED.] I trust that you will use your influence to get it adopted.

LOVER OF BEAUTY.

To the Editor of THE MOTOR OWNER.

DEAR SIR,—The Motor Show is insufficiently bright because exhibitors fail to adopt modern methods of salesmanship. When prospective purchasers visit a stand, the chairman of the company should meet them personally.

Conversation should be similar to those reported in certain well-known advertisements.

Thus:

MR. MOTORIST: "We've just been married, Mr. Sage."

MR. SAGE: "And very nice, too, Mr. Motorist."

MRS. MOTORIST: "Ah! I see you are married yourself, Mr. Sage."

MR. SAGE: "Exactly, Mrs. Motorist. That is why I always extend my sympathy towards young married couples. If there is anything I can do to lighten their lot, it is my joy to do it. Now what can I do for you?"

MR. MOTORIST: "We want a small two-seater car. We have looked at the beautiful models you display and have chosen one which is priced at £450. Now what would be your terms, Mr. Sage?"

MR. SAGE: "Pardon me, but I always think that my customers are in a far better position to fix the terms than I am, as they know how much they can afford. Perhaps Mrs. Motorist will make a suggestion."

MRS. MOTORIST: "We could easily afford half a crown now and one shilling a week afterwards."



*How a busy street must appear to some of the new drivers of to-day.*



MR. SAGE: "I am delighted to accept your most fair offer."

MR. MOTORIST: "Now as to references. I can give you the name of the gentleman from whom I hope to borrow the half-crown."

MR. SAGE: "Quite unnecessary, my dear sir. It is my invariable principle to trust my clients. I will lend you the half-crown myself. The car will be delivered in a plain wrapper to your address in Banff within twenty-four hours, and my trained assistants will wash, polish and make adjustments whenever required. They will also build you a garage free of charge."

MR. MOTORIST: "Excellent! I believe you send a free accident and fire insurance policy, pay the tax, and obtain my driving licence?"

MR. SAGE: "We do. In addition we undertake to pay all your fines."

MRS. MOTORIST: "It seems like a dream, Mr. Sage."

MR. SAGE: "A pleasant dream, I hope, Mrs. Motorist. And may I have the pleasure of offering you a small wedding present? This little platinum and tortoiseshell vanity box may serve as a token to mark my appreciation of this charming interview."

MR. MOTORIST: "Really you overwhelm us, Mr. Sage. But there is one thing that worries me. Suppose, after paying four or five shilling instalments, I find I am unable to borrow any more

money. Must I return the car and lose all I have paid?"

MR. SAGE: "No, no, Mr. Motorist. That was the bad old hire purchase system. It is not the Sage way. If you are unable to continue your instalments you apply to me for a temporary loan, and if, when you have spent this, you still find yourself unable to pay, you return the car, but retain any small item such as a sparking plug or the starting handle for which you have paid."

MR. MOTORIST: "Splendid! I like your business methods and I shall recommend all my Scotch friends to try the Sage way. May I have the half-crown now?"

MR. SAGE: "With pleasure."

MR. MOTORIST: "I shall never cease to be indebted to you, Mr. Sage."

HIGHLANDER.

To the Editor of THE MOTOR OWNER.

DEAR SIR,—Nothing could improve and brighten the Motor Show so much as efficient regulation of the congested pedestrian traffic in the aisles.

An Aisle Control Board should be formed with unlimited powers for dealing with the traffic problems.

At present hundreds of thousands of aisle users drift aimlessly along the congested thoroughfares. They accelerate violently to pass other walkers in the aisles, stop without giving warning, and frequently reverse.

One scheme to which I have given much thought is that involving the use of the band for speeding up the traffic. Loud speakers in all parts of the hall should shout continually "Keep in step," and the band should play quick marches throughout the day.

The only objection that can be urged is that occasionally visitors wish to pause to examine an exhibit. This complicates the problem. It is easy to say that such visitors could "fall out" of the ranks, but at some stands everybody would wish to "fall out" and all discipline would be lost.

I suggest that the problem might be solved by adopting the principle of the old game of musical chairs. At irregular intervals the band would stop and in these intervals the marchers could halt.

It is true that the prospective purchaser of a two-thousand pound saloon might find himself halted before the smallest runabout in the show, but this would not really matter, as he would merely make another circuit of Olympia and hope for better luck. If he persevered, day after day, it is almost certain that he would be halted before the car he had paid to see. Intentionally, the exercise would most certainly be beneficial to his health.

DISCIPLINE.

[This correspondence must now be sent to—ED.]

## MONOMARKS FOR MOTORISTS

*An ingenious identification scheme designed to minimise car thefts and losses*

FORTUNATELY for British owners car stealing is a form of criminal activity far less prevalent in this country than it is on the other side of the Atlantic, where the evil is rampant, but figures issued by the Chief Commissioner of Police in his recent report show that 524 cars and cycles were stolen in different parts of the country during 1924. This is a notable increase over the number for the preceding year, and it is by no means reassuring to learn that not an unduly large proportion of this total were recovered and restored to the owners. Insurance against theft probably does not amount at present to much more than 10 per cent. of the total premium, but it is clear that this percentage will eventually have to be varied and the whole premium raised if the evil of car-stealing continues to increase.

It is claimed by the promoters of the Monomark identification system that the general adoption of their scheme by

motorists would tend to check this kind of crime by rendering cars and accessories easily identifiable. It is surely within the bounds of possibility so to arrange matters that marks would be difficult to discover and remove.

This should be made easy by the very brevity of the Monomark, which is merely a group of from one to five letters, or letters and numeral combinations, prefixed by "BM," which denotes British Monomark. Such a symbol, for example, as BM/HL2 or BM/5ZNP would take up little space, and could, if necessary, be made little larger than a hall-mark for stamping on a number of secret places in the car.

The central idea of the Monomark is to afford what is equivalent to a name and address. All written communications bearing simply a bona fide Monomark with the addition of "London W.C.1" are to be received at Monomark House, the headquarters of the system, where they are at once forwarded unopened to the address of the person registered under the Monomark concerned. The necessary arrangements for this service have already been entered into with the Post Office.

Details of the exact distribution of the characters could be entered in a special register, so that the discovery of even one letter or numeral in a certain place would at once establish identity beyond doubt.

Even motorists who are not haunted by the dread of losing their cars sometimes experience the annoyance and inconvenience caused by missing accessories, tools or personal belongings, which may have dropped from the car unnoticed while it was in motion. The conscientious stamping of all these articles with a Monomark would undoubtedly be a material aid towards their recovery, for the Monomark, being a name and address equivalent, would enable the finder to immediately communicate with the owner.



# A NEW AND IMPROVED BUICK

*With detail improvements in the engine, chassis, and body fittings, the Empire built Buick, in its new form, should receive an even greater patronage than that it has enjoyed during the now closing season*

THE characteristic which appealed to us most in a recent run of the new 1926 Buick Standard Model, was its solidity. The all-pervading solidity which inspires confidence that the car driven has received scrupulous exactitude and care in manufacture, combined with the use of the best available material.

Such a car must convey that sense of safety which is so essential to the well-being of the owner-driver; and it is to this ever-growing portion of the motoring community the car under review will make special appeal.

We found the acceleration extraordinary. For instance, from a standing start to 50 miles per hour, changing from low to second and from second to top, the time taken was 19.5 seconds. Bearing in mind that the engine had not been "run in," this performance was excellent.

The steering is very light. This also applies to the brake control, which is light and positive. The brake mechanism has been re-designed, ensuring more effective braking with lighter pedal action. The brake bands are protected by shields which deflect water and mud, keeping the brakes dry and in working order under wet road conditions. The brake band adjustment has been very much simplified, a greater braking surface being obtained by extending the lining around the entire band.



*A happy contrast in lines—the 1926 Buick at Elstree.*

The clutch retains all the basic principles of the former model, but is of more modern design; the clutch

always being in running balance, ensuring smooth operation of the engine.

As an indication of engine performance, we may mention that in the course of the run we went over Brockley Hill at nearly 45 m.p.h. at the top.

With regard to improvements and refinements this, in conjunction with all Buick models, is equipped with an air cleaner, oil filter and petrol strainer.

A point that will be much appreciated by the owner-driver is the hood and side curtains. The hood is of the spring type, truly a one-man hood. The side curtains fit into sockets on the doors and are independent of the hood. The front seat is adjustable for leg room.

The Delco starting and lighting mechanism has been altered from a single unit type to two-unit. The system, however, is not an ordinary two-unit system, but has been specially designed and developed for the larger Buick engine. The starter cranks the engine at a higher rate of speed, which makes for easier starting.

To sum up, we found that the 1926 Buick model has a livelier engine, which will last longer owing to its equipment of air cleaner, oil filter, etc., easier steering and improved brakes.



*The engine may be throttled down to a mere walking pace, and yet it will accelerate to 50 m.p.h. in a very short time.*



*A pleasing picture of the 1926 Buick Standard model, which differs from last season's model in detail improvements only.*



# PEOPLE AND THEIR CARS

## A Motoring Medley in Pictures



1



2



3

1.—No, this is not the result of an accident, but a proud owner's practical demonstration of the excellent suspension of her Lanchester Saloon.

2.—The Earl of Harewood leaving his London residence and about to enter his Rolls-Royce car.

3.—Here we see a happy party driving away in their Austin "Twelve," after visiting the ancient ruins of St. Augustine's Abbey, Canterbury.

4.—A pretty corner of one of the most picturesque villages in Kent—Chiddingstone. The car is one of the new Sleeve Valve Daimler Saloons.

5.—Depicting one of the many uses to which the small car can be put. Both the canoe and the Austin "Seven" belong to H. Drury Lavin, Esq., of Reading. The cry, for a change, is "Take up thy boat and ride."

6.—Miss Nora Swinbourne and Mr. Francis Lester, at present acting in "No. 17," at the New Theatre, snapped listening-in with a frame aerial and an Amplion portable loud speaker.



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6



# WHO'S AWAY A-WHEEL

Picturing the Picturesque



7.—Our picture, taken by one of the delightful pools in Burnham Beeches, gives cause for "deep reflection." A few inches nearer the edge—and a totally different picture would probably have been provided!

8.—Few small towns possess such a beautiful church as Burford. This Cathedral-like architectural gem is well worth a visit.

9.—Chichester Cross, a well-known Southern landmark, brought forth expressions of high admiration from the occupants of this Austin "Twelve."

10.—Lombard Street, Petworth, is truly an "old-fashioned street in an old-fashioned town." Its narrowness depicts the advantage of owning a small-sized car, such as the Belsize. They will go almost anywhere!

11.—A Bean car owner, and, incidentally, one of our readers, in far away India on the beach at Karwar.

12.—There is only one thing to do if one meets such a large flock of sheep. Stop! A few moments' delay is better than the many risks of forging one's way ahead.



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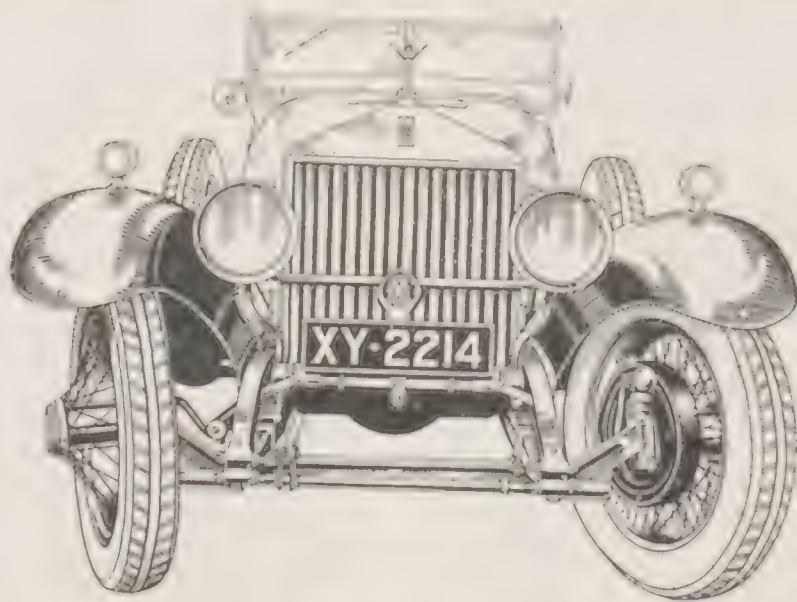
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# THE "NEW PHANTOM" ROLLS-ROYCE

*By producing an improved Rolls-Royce car, the makers have proved that it is possible to gild the lily*

THE introduction of the "New Phantom" Rolls-Royce is something of an event in the motor world, for the general principles of design and construction of the make had been settled for so long—and the new model departs from them in many important respects. The earlier launching of a 20 h.p. model of ultra-modern characteristics rather tended to prepare the observer for the present departure; but it should be noted that there is no intention of abandoning the older and deservedly popular "Rolls." The

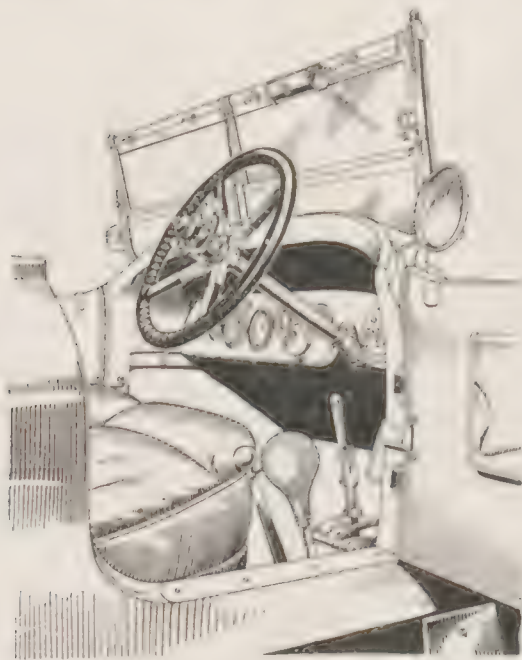


*The head-on view of the "New Phantom" Rolls-Royce presents a very striking appearance. Its solidity is most pronounced. Engine temperature regulation by adjustable radiator shutter is a popular feature with Rolls-Royce models. Note the large drums of the front wheel brakes, giving the maximum of braking power.*

controlled radiator shutters, in conjunction with a thermometer on the instrument board, instead of automatic thermostatic regulation of temperature.

The cylinders are cast in two groups of three, following usual Rolls-Royce practice. The engine is suspended on the frame at three points to avoid undue strain to the bearer arms, and a patented friction damping device is employed to eliminate vibration from full-throttle operation at low speeds.

Much space might be occupied by the interest of the new specification



*The positions of the levers and controls are designed to provide comfortable driving. The dipping headlamps are operated by the lever nearest the seat.*

put, the improved type of combustion chamber, the position of the sparking plugs, and the use of overhead valves, being responsible for a 33½ per cent. increase of power at 2,250 revolutions per minute.

Another point of difference lies in the ignition, which, although still of dual (battery and magneto) type, is now arranged with an automatic and positively synchronised advance and retard. Cooling is by pump, with hand-

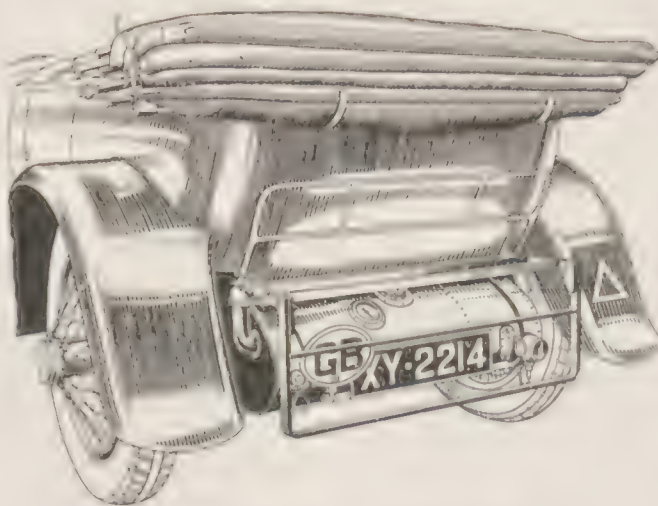


*As a means of overcoming dazzle, when meeting other road users at night, headlamps may be "dipped." They can also be turned sideways if desired.*

prices of the two models are identical.

The differences in the two chassis—the "Silver Ghost" type and the "New Phantom," as they are to be called—are general and far reaching. To begin with, although the cubic capacity of the new engine is considerably greater, the R.A.C. rating, and consequently the taxation rating, is lower. This is achieved by employing a smaller bore and a longer stroke, the respective dimensions of the two engines being: Silver Ghost—bore 4½ in., stroke 4¾ in., capacity 7,410 c.c., R.A.C. rating 48.6 h.p.; New Phantom—bore 4¼ in., stroke 5½ in., capacity 7,568 c.c., R.A.C. rating 43.3 h.p.

As might be anticipated from a perusal of the specification, the new engine is capable of a much greater power out-



*There is a body protecting frame mounted to the luggage grid; the tail lamp can be fitted either side, the alternative position for Continental touring. Note the fuel indicator and the accessible petrol filling orifice.*

were given full justice—and a word may yet to be said as to the road performance of the New Phantom. But what can be said? What superlatives are left that have not already been employed in regard to the Silver Ghost model? Nevertheless, the new car is a very material improvement in almost every respect. The maximum speed is 70 m.p.h., so far as that is of value, and we succeeded 70 miles an hour in the course of our test over a deserted stretch of road. Thanks to the excellent "six-wheel" braking system, a maximum degree of safety is assured. At a steady pace of 60 miles an hour, one may say without exaggeration that the engine runs like a watch, as steadily, and with practically no indication of the tremendous power which the engine is generating.





The 40/50 h.p. "Phantom" Rolls-Royce touring car is the very last word in high class British automobile construction—a resplendent combination of efficiency, elegance, power and safety.



# THE OUTLOOK FOR THE COMING YEAR

By SIR WILLIAM LETTS, K.B.E.

*We are greatly indebted to the courtesy of Sir William Letts for writing this résumé of the coming year's outlook. As President of the Society of Motor Manufacturers and Traders he is in a peculiarly happy position to deal with the subject*

WHEN the Editor of THE MOTOR OWNER asked me to put down a few impressions on the outlook of the motor industry in Great Britain for the coming year, I felt that he had given me a difficult task. Prophecy is dangerous, and the motor industry has always been full of surprises. So far as the tendency of design is concerned, we must, as usual, wait for the Olympia Show for the usual revelation of manufacturers' secrets.

One thing, however, is certain. The motoring movement will continue to expand. New motorists will be even more numerous in 1926 than in 1925. Big as it is, the movement is still in its infancy; but it is a vigorous infant and will grow rapidly. We are still a long way behind our American friends in this respect, but a restoration of national prosperity will see much of the leeway made up. Every day the motor-car becomes more and more indispensable for the rapid and efficient conduct of business. It is a great social convenience and has brought health to thousands. These factors alone are a guarantee of its ever increasing use. Life without motor transport is almost inconceivable.

I do not think 1926 will see any diminution in the popularity of the small car, but it seems to me that there will be a definite migration movement, if it may so be termed. By this I mean that many small car owners will respond to the lure of more power and ascend a step in the motoring scale by acquiring medium powered cars. This is the natural tendency. There must be a very large number of motorists to-day who have graduated from the small car class and who now own cars of medium horse power. I do not think they are likely to return.

The question of a revision of motor-car taxation is likely to come into prominence once again. It is readily admitted that there are inequalities in the present system and further inquiry has been promised. How it will be revised has not yet been made clear, but from statements made

in the House of Commons a reversion to the petrol tax does not seem to be favoured by the Government. The intimation that "it is intended to go into the reorganisation of the taxation of motor-cars from top to bottom" holds out some prospect of action, but it is too early to forecast in what manner the motorist's burden will be lightened.

I believe that one of the features of the coming year will be a marked growth in the popularity of British cars overseas, particularly within the Empire. There are British motorists all over the world, and although many of them are not using the products of British factories, we are gaining ground. Judging from the correspondence from overseas motorists which appears periodically in the Press most of them are satisfied that British cars are supreme, but, in their opinion, British manufacturers have failed in the past to give adequate after-sales service. There may have been grounds to justify this point of view, but my experience is that British manufac-

turers as a whole are now fully alive to the requirements of the great overseas markets, and there is every hope that a steadily increasing demand will be registered. This will react favourably on the home motorist, who will eventually obtain the benefit of lower production. British motorists would do well to recommend cars manufactured in this country to their overseas friends.

Finally, I would like to point out to British motorists that they are obtaining better value to-day than ever before. Not only are cars better themselves, but in many cases a wealth of equipment is included. To-day a car does practically everything it is asked to do. Motoring is comfortable and very long journeys are undertaken with perfect confidence. The reliability of the modern car is an undisputed fact. Any motorist who was in the movement in its early days will remember the statement that tremendous sacrifices have been made in the evolution of the car. The manufacturer has done his part in making it safe and easy to drive. Safety on the road is largely in the hands of motorists themselves.

So far as the manufacturing of motoring is concerned, there is no reason to doubt the brightness of its future. True, it has been guished, with other victims of trade depression, but it has its own. There have been casualties, but casualties have been common to the motor trade. I feel confident in saying that the coming year will be one of recovery and stability.

A subject about which many of you will no doubt wish to receive information is the all important one of car prices. Can there be any further material reductions in the near future? In what I may term the inexpensive car class, I do not see that further material reductions are possible. If you study the low and medium priced cars at the show—and are puzzled to form an opinion—do not readily admit that never before has such splendid value for money been placed before you. A happy augury for the coming year. May it so pan out.



Sir William Letts, K.B.E., President of the Society of Motor Manufacturers and Traders, Ltd., and Managing Director of Crossley Motors, Ltd., Willys-Overland-Crossley, Ltd., and A. V. Roe & Co., Ltd.



October, 1925

The Motor Owner



BY APPOINTMENT



*Since the early days of 1899 Daimlers have been the Royal cars of State*





*For every automobile occasion the Daimler is an ideal car*



# CARS OF POWER AND PERFECTION

**D**AIMLERS have been the Royal cars of state since 1899, and in that exacting service they have given a unique demonstration of their characteristic reliability. To this existing quality is now added a remarkable new charm of performance resulting from much higher engine efficiency, which places these cars in a category quite apart from the normal.

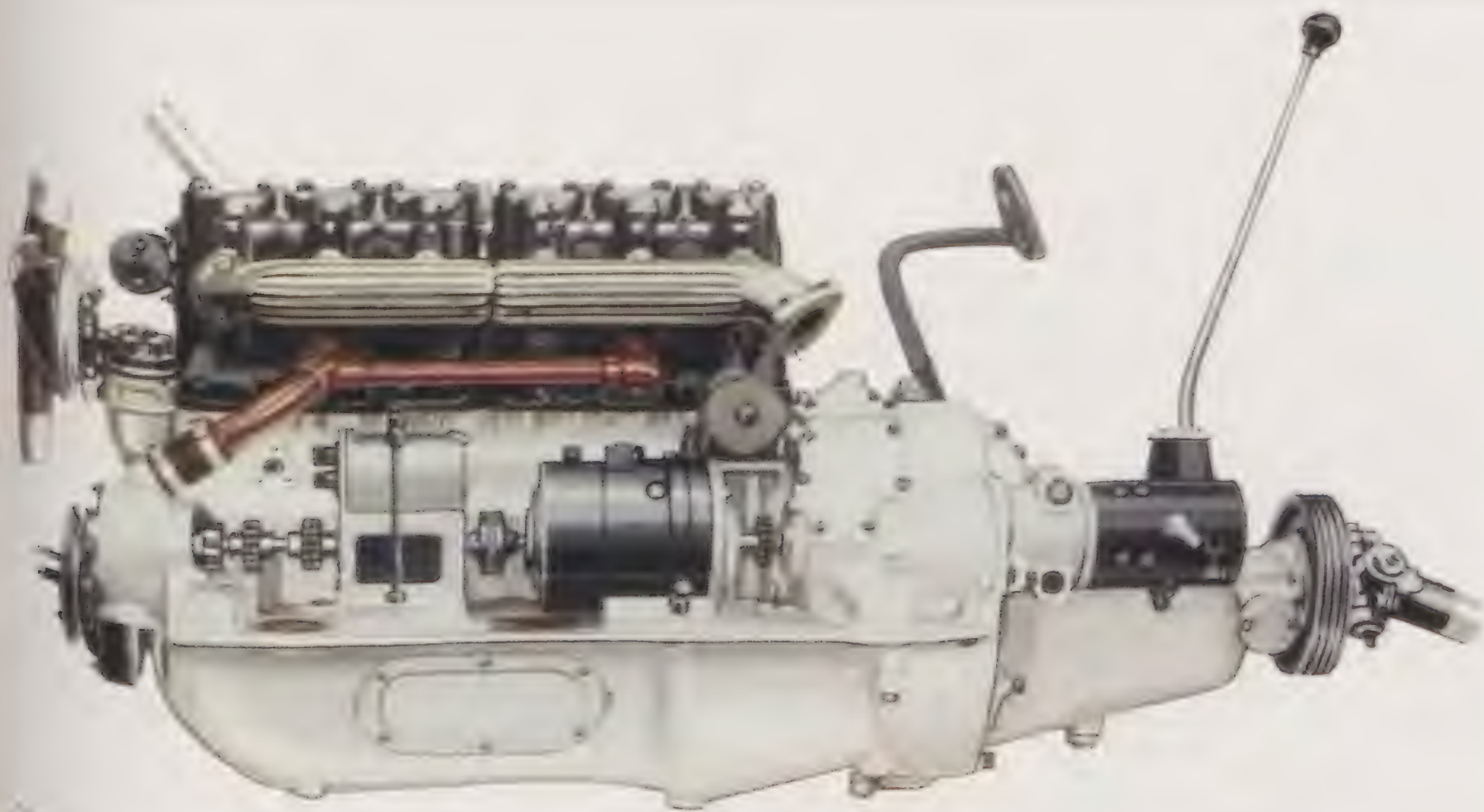
The query, "What is the most important development this year?" is very easy to ask, but much more difficult to answer. In order to make a correct assessment of the many factors involved in giving an answer,

it is necessary to take a long and general view, not only of the immediate circumstances, but also of their probable future effect.

With such a task before us, we do not hesitate to say that the wholly remarkable development of the sleeve valve engine, as so amply demonstrated by the new Daimler products, is of pre-eminent status in the development of motoring for the 1926 season.

Some three years' research, partly metallurgical and partly mechanical, lie behind this development of the sleeve valve, and the numerical value of its achievement is perhaps best represented by the ratings that are

used to identify the individual models. These are as follows: 16/55, 20/70, 25/85, and 35/120. The first figure is the amount you pay in tax, and is dependent solely on the size of the engine, for although the Treasury rating is expressed in horse power, actually it is neither more nor less than a charge of 10s. per square inch on piston area. The second figure is  $2\frac{1}{2}$  times the first, and we have actually seen examples of these engines under test fully demonstrating their ability to develop this power. The 35/120 model, for example, was run for some little time, actually developing 121.8 h.p. by dynamometer reading, and



*Though revolutionary in its power capacity, the Daimler engine is but little altered externally*



at that enormous output we found it possible to balance the stub end of an ordinary blue pencil on the engine.

On the road, the new Daimler is found to be a wonder car. You have at the same time a car possessed of an abnormal degree of quietude in operation, and a vehicle gifted with the liveliness usually only associated with one of the better breed of sports model cars. The combination is so abnormal that it requires personal road trial before the full significance of the new Daimler can be adequately appreciated. But once you get on the car, you find it quite abnormal in its appeal. As an indication of road

achievement, we recently came up Edge Hill on one of the 25 h.p. saloons (with three aboard) and found the speedometer needle pointing to exactly 30 m.p.h. as the car silently breasted the top.

The new steel sleeves weigh only about one half as much as the earlier cast iron sleeves, and yet they are much stronger. The mere use of steel involved much research, and in itself constituted an important improvement, and sufficient for all practical purposes in the case of those large cars which have engines big enough to do all their work on comparatively low revolutions. There is a height of luxury in travelling under such conditions which has long

been known to owners of cars like the Daimler 45 and 30, for example. The new Daimlers, however, comprise a series that at its smaller end begins with a car that is only of 16 h.p. nominal rating, and in this class demands a high power that can only be obtained from high revolutions. These new Daimlers, therefore, are designed to sustain their high power at high speeds. They have large port areas, which the double sleeve-valve principle of the Daimler engine is exceptionally well able to provide without the least complication; they have special anti-slap alloy pistons, and they have



*This landaulette interior is typical of the quiet dignity and ample accommodation of the larger Daimler products*



forced lubrication, combined with a system of baffle plates to render the engine smokeless.

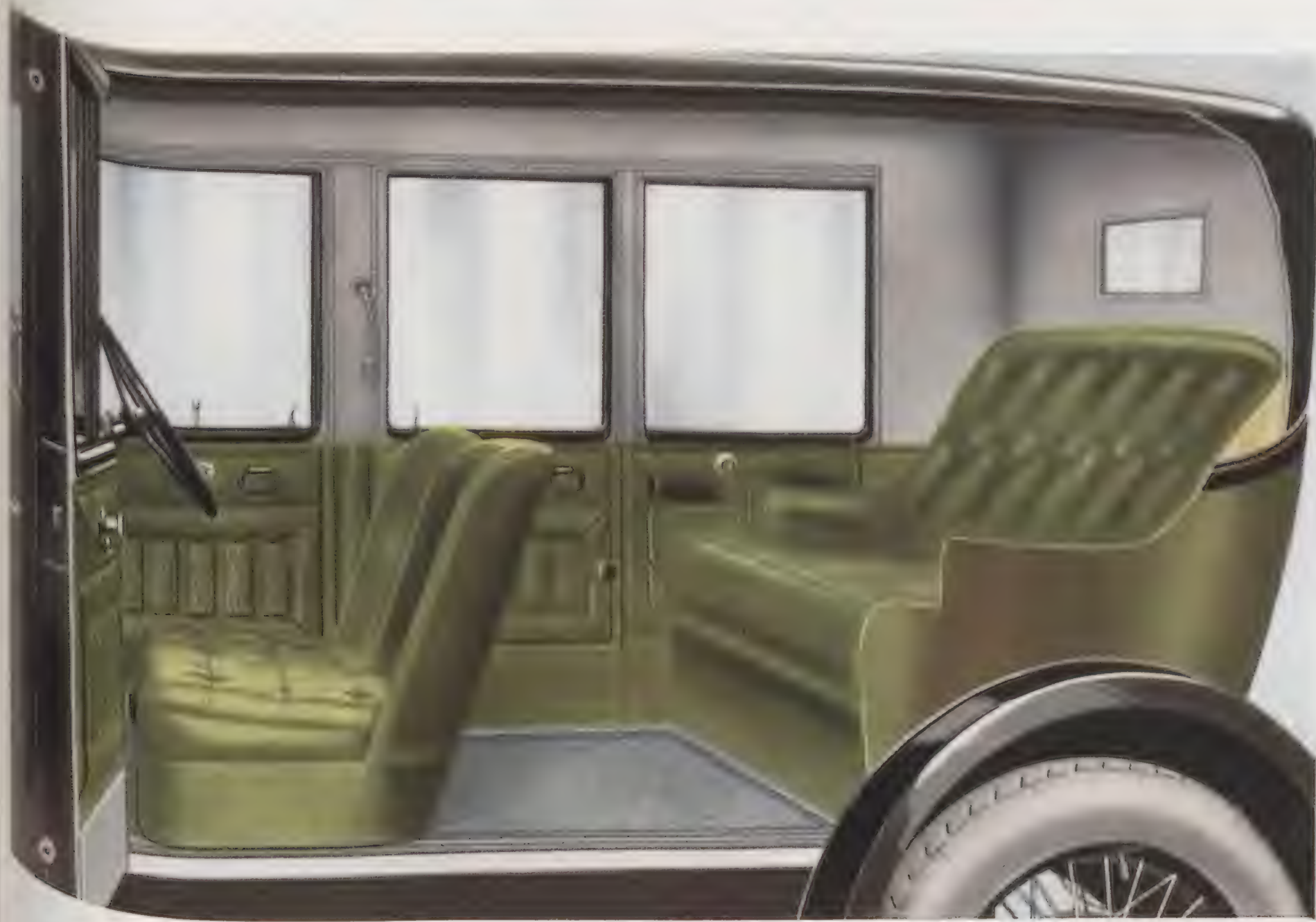
In the matter of consumption, both of petrol and of oil, these engines are an improvement on former achievements, and compare favourably with the best poppet valve results.

The dual ignition system on the new models also calls for comment, as it is a novel combination whereby the engine can be run either on the magneto or on the battery at choice. Only one ignition plug is used, and these are situated centrally in the cylinder heads, which position is inherent in sleeve-valve engine design, and

confers important advantages. In town driving, when one likes very slow running, and for easy starting up, the battery ignition can be used. For touring, or any other conditions, the magneto can be switched on. Failure of the magneto or of the coil still leaves the other ignition intact.

One of the chief inherent advantages of the sleeve-valve engine is the fact that it provides a combustion chamber that is entirely free from pockets. The efficiency of a petrol engine depends largely upon preventing heat loss through unnecessarily extensive combustion chamber surface, and the nearest practical approach to minimum

wall area is that obtained quite naturally in the sleeve-valve design. Apart from their adverse influence on efficiency, valve pockets tend to cause knocking through detonation under certain conditions, and from this objectionable characteristic the sleeve-valve engine is also free. Substantial proof that both these qualities are of real practical importance is to be seen in the fact that practically all high efficiency poppet valve engine design is based on the use of overhead valves, the object being to approximate to the pocketless combustion chamber, which is an inherent characteristic of the sleeve-valve principle.



*The interior of this five-seater saloon indicates the commodious comfort provided for all the occupants*



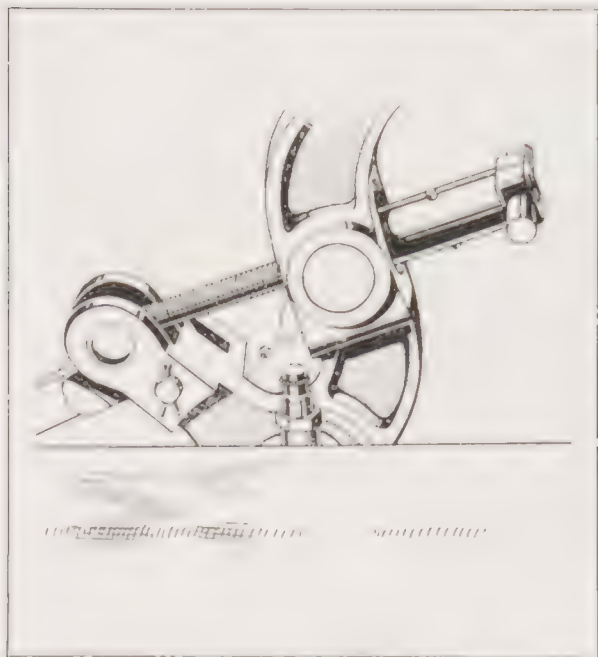
Mention has already been made of the facility with which large port areas can be obtained from the double sleeve-valve system of the Daimler engine, and attention has been drawn to the necessity for employing high revolution speeds if high powers are to be obtained from small engines. High speeds and high power have been achieved in the new Daimlers by the use of light steel sleeves with large ports, but their satisfactory performance under these conditions is in a large measure due to another fundamental feature of the sleeve-valve mechanism, namely, the positive control of its motion in *both* directions by means of a connecting rod, which replaces the cam and spring control associated with poppet valve engine design.

In the Daimler engine, there are two thin steel sleeves which form movable linings inside the cylinder. These are closed on their upper end by the detachable cylinder head, which has an extension projecting a little way down the inner sleeve. Slots or ports are cut through the sleeves near their upper ends in order to control the inlet and exhaust. The opening of a passage from the induction pipe or exhaust

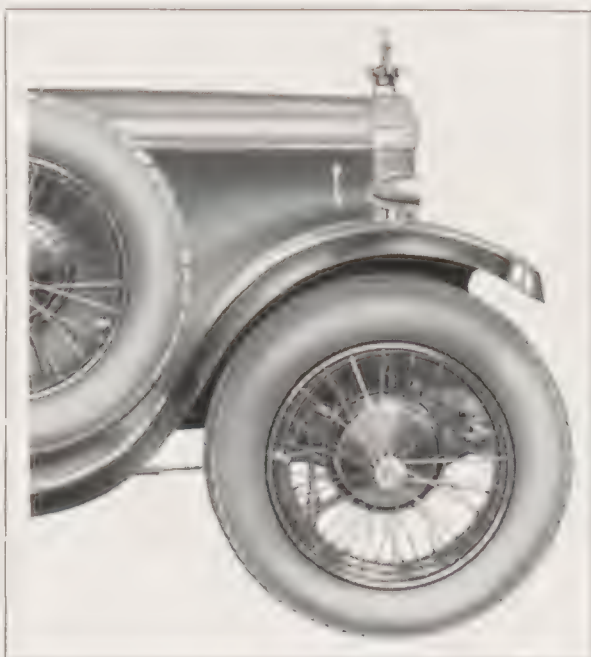
pipe to the interior of the cylinder is dependent upon the port in the inner sleeve and the port in the outer sleeve registering with each other and with the corresponding port in the cylinder wall. By the use of double sleeves, the whole of one side of the engine can be devoted to the inlet, and the whole of the other side to the exhaust, thus securing the maximum possible port area; this is only possible with the double sleeve scheme. At their bottom ends the sleeves are attached by pins to small connecting rods which are operated by an eccentric shaft that is driven by a silent chain from the crankshaft. The up and down movement of the sleeves, which is only about  $1\frac{1}{2}$  in., is thus as positively controlled as the piston itself, and is in no way dependent upon springs. The silence of the engine is, of course, due to the substitution of a sliding motion for the impact of the ordinary valve on its seat, and, being inherent in the sleeve-valve principle, it is an enduring quality. The large surfaces of the sleeves and the conditions under which they work practically eliminate wear. From the point of view of the driver who looks after his own car,

therefore, the Daimler engine is virtually valveless. One change, however, does occur, and that is the gradual darkening of the surfaces with a slight carbon deposit, which becomes tarnished under motion, but this change is an advantage, and accounts for the common experience of Daimler owners that their engines improve with use.

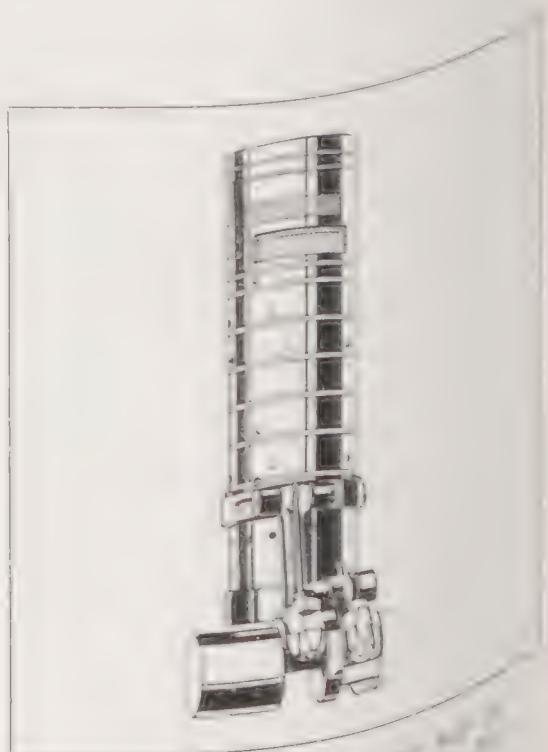
The four new Daimler chassis are largely akin in general characteristics. They all have six-cylinder engines and four-wheel brakes—the latter having the famous Daimler single point adjustment in the form of a handle that is accessible under the bonnet. The characteristic silence of the engine is happily achieved in other units, as the gearbox and the rear axle, and changing is easy. The larger models have four-speed gearboxes and single plate clutches, while the 16/55 has a three-speed unit construction and a double plate clutch. The car “handles” as a thoroughbred; in a phrase, the Daimler of to-day is possessed of all the general excellencies of the Daimler of yesterday, with the added charm of a particularly lively engine, the smoothness and silence of which must be personally experienced to be fully understood.



The four wheel brakes are easily adjusted by this simple and readily accessible turn-buckle



The front wheel brakes, whilst being of an efficient pattern, are extremely neat in appearance



The light steel sleeves are of a weight of the older type, while the holes are proportionate





*The remarkable engine efficiency of the new Daimlers makes them  
ideal cars for extended touring*





*The far-famed silence of the Daimler renders it the car  
par excellence for town usages*



# OLYMPIA

We review the general trend of design at the Show.

Wonderful value for money—never previously approached  
—is the keynote of motor wares for the 1926 season.  
We here deal with some of the most important.

THE new cars show no indication of any revolutionary changes in design, but although big improvements in general are not apparent to the eye, nevertheless it is certain that substantial progress has been made. The six-cylinder engine is clearly becoming more and more popular, probably because it eliminates so much gear changing. British manufacturers will have to devote more attention to the low-priced six, otherwise they will lose a large slice of their market.

The straight-eight engine has much to recommend it, and has greatly increased its vogue. So far as the battle of the valves is concerned it is fairly obvious that victory now rests with the overhead type—at all events in European practice—but it will not be forgotten that the sleeve valve is steadily gaining more adherents. The super-charger has yet to appear at Olympia, but there seems to be little doubt that its arrival cannot much longer be delayed. In the matter of clutches, the single plate is rapidly driving rival devices out of the field, owing to its facilitation of gear changing. Whether right-hand control of gear and hand-brake is superior to the central arrangement is still a debatable point. But there is no question at all about front-wheel brakes. They are to be found on the vast majority of cars, indeed those in which they are not fitted are now conspicuous, whereas last year the very reverse was the case.

In regard to comfort there seems to have been general enlargement—

especially widening—of bodies, and, as a rule, wheelbases have tended to become a little longer. There has been a great improvement in all-weather equipment, but this is perhaps less notable than the great growth in popularity of the closed car. The idea that any firm would achieve the best economic conditions by building one type of chassis, and one type only, appears to have rather disappeared into the background except in connection with American firms. Few European concerns are content with less than two distinct models, while some have three or four.

Generally speaking, the value for money obtainable is even greater than one had a right to expect. On the one hand there has been a widespread lowering of prices, and on the other an elaboration of the equipment provided. Certainly no one can complain to-day that motoring is outrageously expensive, nor that cheap motoring is in any way unpleasant. The fact is that present-day traffic conditions are bringing the modest

low-priced car far nearer to an equality with the big expensive vehicle than Olympia Show would seem to suggest.

Of the "New Phantom" 40-50 h.p. Rolls-Royce, it almost suffices to say that its introduction proved one of the biggest events of the past motoring season. The most striking feature of the design is the clever manner in which a relatively high efficiency has been obtained without in the least impairing the qualities of perfect smoothness and silence. Interesting detail work is to be found in the new lubrication system, the means of adjustment for the overhead valve tappets, and the combined and automatic double-ignition control. The smaller 20 h.p. six-cylinder model remains, so far as the chassis is concerned, the same as before, but is now fitted with optional four-wheel brakes working upon the same system as has been shown to be so satisfactory in the bigger car.

Interest in the Sunbeam stand must very largely be centred in the three-litre six-cylinder model and the latest

eight-cylinder-in-line 30-40 h.p. type, neither of which have previously appeared at the Show. The big eight cylinder follows typical Sunbeam design as exemplified in the 20-60 h.p. and 14-40 models, and embodies rocker-operated overhead valves, unit engine and gear box, with right-hand change, cantilever rear springs, and semi-servo brakes on all four wheels. The three-litre is a specially modified type of racing chassis, and is one of the most advanced designs that have ever been standardised. It has inclined overhead valves operated by two separate camshafts, and



The 40 h.p. 6-cyl. Lanchester 7-seater enclosed-drive limousine — a superb auto-vehicle.



although capable of extremely high touring speeds is nevertheless quiet and tractable.

The Lanchester Co. concentrate upon the production of two models only, viz., the 40 and the 21 h.p., both being equipped with six-cylinder engines. These have undergone practically no changes in design, except that in the case of the 21 h.p. a long wheelbase model has been introduced upon which much larger bodies than formerly can be accommodated. Lanchester mechanical features include overhead valves with overhead camshaft, brakes on all four wheels, cantilever springs, and a high efficiency silent worm final drive. A most attractive exhibit is the 21 h.p. two-seater sports model with its body built upon the lines of a yacht. The other two cars shown, are respectively a 21 h.p. and a 40 h.p. limousine.

Three attractive chassis complete the Humber programme for 1926, and for each a wide vogue may safely be predicted. The popular 15/40 model is available with all kinds of open and closed bodywork, the latter being fitted with the Humber system of all-weather curtains that has already earned a high reputation for its effectiveness. Front wheel brakes, which are, of course, on this model too, and of the Perrot type, are now standardised upon the 12.25 h.p. Humber. In this model the clutch has also been redesigned. A new model, developed from the previous 8-18 h.p., is the natty little 9/20 Humber, now shown for the first time. Although the engine is rated at less than nine, it has a most creditable power output, giving over 24 h.p. at 3,200 r.p.m., and the road performance is unusual for a car of this size.

Very much improved all-weather equipment is a feature of the new range of Austin "Twenty" models. The



*The 45 h.p. Isotta Fraschini, with Cabriolet-de-Ville coachwork, is the last word in high-class automobile construction.*

side screens are now of glass, in metal framing, and they are sufficiently rigid to be used independently of the hood. When out of use they neatly fold away into cavities in the doors. The standard tourer is now equipped with a couple of folding occasional seats in the rear compartment. A new and handsome saloon, known as the "Ascot," has also been introduced to supplement the popular "Carlton." The 12 h.p. model, as might be expected, is unchanged in point of design, and remains one of the most notable examples of value for money in the British market, and the same applies to the little Austin "Seven." All these models are fitted with front-wheel brakes.

The 14/45 h.p. Rover, with its brilliantly original features of design, was undoubtedly one of the most conspicuous cars at last year's Olympia, and was the subject of much discussion. Since then experience on the road has

triumphantly vindicated every point of unconventionality, and it can now be regarded as not only one of the most advanced, but also one of the best proved of British cars. The patented method of driving the inclined overhead valves with a single camshaft gives an engine which combines high-power output and revving capability with remarkable smoothness, and this particular motor is unquestionably one of the most vibrationless "four" ever produced. Other features are the special arrangement of the four-wheel brakes, the unusual steering gear, and the lubrication system. The popular little 9/20 h.p. Rover light family car, in various guises, completes the programme of this famous firm.

Riley (Coventry), Ltd., exhibit the 12 h.p. chassis, upon which they largely concentrate, with various styles of bodywork, namely, the special touring car, the four-door coach, the four-door saloon, and the four-door closed touring car, in which, as its name implies, special attention has been paid to weather protection. The Riley is universally regarded as one of the most highly developed of light cars, and has been further improved by the addition of front-wheel brakes. Another attractive Riley product is the 12 h.p. 11/40 h.p. sports car with a four-door four-seater body, which clearly shows that high speed and light weight are not incompatible with a high standard of personal comfort. This car is also front-wheel brake equipped, and generally is finished and fitted out in a most unexceptionable manner.

From the mechanical point of view, practically no changes have been made in the admirable 12 h.p. and 14 h.p. Bean cars, but the range of complete vehicles has been strengthened by the inclusion of a "Twelve" saloon, which is offered at a price which must make



*The new 30/90 h.p. "Straight Eight" Sunbeam, with enclosed limousine body, as exhibited at Olympia.*







*The 14/30 h.p. Star, with a five-seater touring body, painted green and upholstered in the same colour, is good value at £445.*

a very wide appeal. In the 14 h.p. models, including the three-seater and five-seater touring cars, the four-door saloon, the landaulette, and the saloon de luxe, there have been a few minor improvements, but the most interesting novelty is the standardisation of a thief-proof locking device, mounted upon the steering column. Every lock has a different key, so that unauthorised use or tampering is effectively eliminated.

The eminently sensible policy of concentrating upon a single medium powered chassis and equipping it with a single type of body, namely, a closed saloon, is adopted by the Monarch Motor Co., and the complete vehicles they show are certainly very practical and attractive. The engine is a four-cylinder monobloc forming a single unit with the four-speed, right-hand controlled gearbox. The suspension is semi-elliptic all round, and an open propeller shaft transmission with spiral bevel drive is adopted. Lockheed hydraulic (oil) four-wheel braking is a notable feature. Altogether this new chassis is a thoroughly good example of sound workmanship and design, and little hesitation need be had in predicting that it will soon establish itself as a favourite. The saloon body is all door type. Three of the windows lift, whilst the fourth slides so as to give driver facility for signalling. The front passengers are accommodated in bucket seats.

Amongst light-car enthusiasts the little 10-22 h.p. Wolseley occupies a well-established position, and is justly regarded as one of the most economical and desirable small "family" cars that have yet been produced. Both in two-seater and four-seater form it is very popular, its price being astoundingly low having regard to the standard of

design. The engine is furnished with overhead valves operated by an overhead camshaft, and delivers a very high power output relative to its dimensions. A worm final-drive is employed. The larger model, the 14 h.p., has been improved by the fitting of front-wheel brakes, a special arrangement of the front quarter elliptic springs having been designed for this purpose. This car is a sound representation of the all-round touring vehicle, and is available in a full range of complete cars with highest quality bodywork.

Isotta Fraschini is entitled to consider itself the make which has brought the now popular straight-eight type of engine into the sphere of practical motoring politics, and it is vehicles of the luxury-sports kind, embodying this advanced principle, which are exclusively to be found upon their stand. Two models are offered, both of which have the same 95 mm. by 130 mm. engine, in which the same extraordi-

narily attractive refinement of external finish, peculiar to Italian technique, is well demonstrated. The valves are, of course, of the overhead pattern, and practically all working details are enclosed against dust. One of the chassis is intended more particularly for sports purposes, and has a wheelbase of 11 ft. 2 in., whilst the other, suitable for elaborate closed carriage-work, has a wheelbase of 12 ft. 1 in.

The Star Co. come forward for the 1926 season with four well proved models rated respectively at 12/25, 14/30, 20/50, and 20/60 h.p. The first-named is now available at a slight extra cost, with the Lanchester patent system of four-wheel braking, the same being standard practice in the 14/30 and on the largest types, these latter being six-cylinder vehicles. With a bore of 73 mm. and stroke of 130 mm. and 75 mm. by 120 mm. for the 20/60 h.p. these monobloc engines develop unusual power, and are to be considered amongst the liveliest of their class. The chassis throughout is characterised by thoroughly straightforward and sound design, and it has been so well chosen in respect of its dimensions that it is equally suitable for bodies ranging from the open two-seater to the four-door limousine.

A feature of the Bianchi exhibit is the latest type 15/50 h.p. four-cylinder car, which may be described as a comfortable medium-sized touring car, with an exceptionally good road performance. The engine, thanks to push-rod operated overhead valves, is of the distinctly high efficiency order, but the load that it has to deal with has been scientifically reduced by the careful cutting down of all unnecessary weight. As might be expected, however, of an Italian car of the highest class, the frame is of the most rigid character and remains undistorted



*The new 14/45 h.p. Rover, with Weymann Saloon body, has already received a large measure of popularity.*





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130. It is almost unnecessary to say that in both cases the design is indicative of the most advanced French technique, the full effect of which is expressed in the polished chassis of the 20 h.p. model. The complete cars on view include a 20 h.p. enclosed landaulet with carriage-work by Vincent of Reading, a standard open touring car with complete equipment, a standard saloon, and a three-quarter landaulet by Maythorn.

The new series of Daimler cars recently announced is bound to create a great deal of interest, especially since they have been on the road sufficiently long for their qualities to have been fully evaluated. The principal feature in the new designs is the use of extremely light white metal coated steel sleeves in place of the previous



2

- 1.—The Austin 20 h.p. "Ascot" saloon, with division from the driving seat, is an ideal and moderate-priced touring carriage.
- 2.—The 12/24 h.p. Lagonda saloon is probably one of the most attractive British light saloon models on the market.
- 3.—The 14 h.p. Armstrong-Siddeley, with a four-five seater body, is a really comfortable touring car.
- 4.—In the light tourer class, the 9/20 h.p. Humber holds a prominent place, either for reliability or service.

over the worst of roads. Meanwhile the springing, by half ellipsics all round, leaves nothing to be desired, and experience shows that this is a car that can be driven in all conditions with the utmost confidence. Other models are the 15-40 h.p. and the 10-15 h.p.

On the Hispano-Suiza stand will be found a selection of magnificent touring cars, fitted respectively with Barker, Hooper and Arnold bodywork. The famous 37.2 h.p. chassis, with its six-cylinder high efficiency engine of 37.2 h.p. rating, has undergone nothing but minor modification in the matter of detail, and remains to-day one of the most sought after motor vehicles in the world. Chief amongst its many intriguing mechanical features is its exclusive system of servo-operated brakes on all four wheels. The motor, however, has acquired a reputation all its own, for it provides, in a quiet and tractable touring car, an unexceptionable ability for speed and acceleration that is well worthy of its aircraft-developed ancestry.

Messrs. Delaunay Belleville are this year showing only two types of chassis, the larger, rated at 20 h.p., having a six-cylinder engine with a bore and stroke of 78 by 140 mm.; the smaller, called the 15.9, having a four-cylinder engine of 80 by



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4



cast iron sleeves, the saving in weight having enabled not only higher power to be obtained at a given number of revolutions per minute, but also, much higher crankshaft speeds to be attained. Without prejudice to their quietness of operation, the Daimler engines have been rendered much more efficient than formerly, and the road performance of the new series of cars compares favourably with that of anything which is available in the equivalent classes.

The 10-15 h.p. Windsor car has already established itself as a noteworthy member of the light car class, in which a standard of efficiency has been sought and attained that brings it into direct comparison with cars of much higher cost and power. The design of the chassis is carried out



5.—The 12 h.p. Austin touring car is generally considered to be one of the best medium-powered family cars.

6.—A car which has proved its all-round efficiency is the 12 h.p. Vulcan Saloon. It is a reliable and sturdy vehicle.

7.—The new season's Alvis 4-seater touring car promises to exceed all its previous claims to reliable and trouble-free service.

8.—The latest 14/45 Rover touring car is evoking universal admiration on account of its pleasing lines and smoothness in running.



upon the most modern lines, the car having a four-speed gear box, an overhead valve engine, front wheel brakes, etc. Moreover, the equipment is such that it would be difficult to suggest any extra that could usefully be added. Messrs. James Bartle and Co., Ltd., who control the sale of Windsor cars, will exhibit a standard two-seater car fitted with balloon tyres, a standard four seater, a de luxe coupé model, a four-door saloon, and a special sports model. The latter, judging from its specification and its known road performance,

should be an extremely attractive type, for the Windsor has figured prominently in competitions.

One of the most conspicuously successful British light cars, and appropriately so, since it was a pioneer in its class, is the 10-26 h.p. Singer. Rated at 9.8 h.p., it has a four-cylinder monobloc engine with a bore and stroke of 63 mm. by 105 mm., but in spite of these small dimensions the power it develops, due to its admirable system of overhead valves, renders the chassis an ideal one for light family four-seater work, giving an enviable economy in operating costs commensurate with a thoroughly sound road performance. The design of the Singer, with its low pressure tyres and four-wheel brakes, is typical of modern advancement, whilst its price places it in a value-for-money class.



Another car that will form a part of Olympia Show, whilst it will not actually be under the Olympian roof, is the Mercedes. The dominating influence which the design of this car exercised twenty years ago has now been repeated, and it is not too much to say that the standardisation of the supercharger which the Mercedes company have adopted in their 12-42, 16-80, 24-100 and 36-140 h.p. models has been one of the outstanding milestones in automobile design since the war. The supercharger is brought into operation by means of a clutch which is engaged when the accelerator pedal is fully depressed, and those who have had experience of these wonderful cars recognise that its introduction is more than equivalent to that of another gear. The Mercedes supercharger models are, in fact, two cars in one. Docile, modest, touring vehicles, which under a slight pressure of the foot can be converted into racing cars with a no-limit performance.

Few cars during the past two seasons have acquired a more deserved reputation than the 10 h.p. Swift. The scion of a pioneer race of light cars, proved in competition ever since motor cars were known, this is a light economical car that has won thousands of friends by its intense reliability coupled with simplicity in upkeep.

It is no surprise to learn that demand has involved a steadily growing output. This most admirable "ten" has been improved in several details, but in the meantime a new 12 h.p. model has been developed. In this the same robustness of design and construction has been maintained, whereby the chassis is made suitable for all kinds of bodywork. Without impairing its top gear flexibility and economy of running, a considerably greater power output has been obtained from the engine. Four-wheel brakes are now a standard fitting, and in its new form the Swift "twelve" has every chance of proving one of the "best sellers" of the coming year.

As might be expected, in view of the satisfaction which their existing models have given, Minerva Motors are not introducing any new models for the coming season. The types that they offer are three in number, all embodying the Knight sleeve valve principle of engine construction, to wit, the 16 h.p. four-cylinder, the 20 h.p. six-cylinder and the 30 h.p. six-cylinder. The four-wheel braking system used on these cars is operated upon the Dewandre vacuum-servo principle, in which the driver is relieved of practically all braking effort, his movement of the pedal placing the induction pipe in communication with a cylinder and

piston which operate the brakes. In the event of the engine coming to a stop, the brakes are worked directly and mechanically. The hand lever controls a pair of rear wheel brakes which are entirely independent of the above arrangement. The Minerva exhibited range from the modest open touring car to the most elaborate limousine.

Amongst the cars of extremely modest price is the new Renault Durant. This is a straightforward four-cylinder proposition on well proved lines, economical both to buy and to run and now boasting braking on all wheels and balloon tyres in its specification.

The Standard-Six, Special-Six and Big-Six will comprise the Studebaker programme, each offering the ingenious touring saloon as a contribution to the solving of the body problem. A special feature of these chassis is the oil-operated system of servo four-wheel braking, which minimises skidding.

The British-built 13.9 h.p. Willys Overland will be exhibited alongside of the new Overland "Six" saloon, the recent announcement of which created so much interest. The latter is a thoroughly complete and roomy worthy car suitable for all occasions, and is conspicuous for the excellence of its carriage-work.

### THREE MODELS POSSESSING MARKED ATTRACTIVENESS,

*WITHOUT* doubt, few light cars possess more pleasing lines than the 12 h.p. 4-cyl. Royal A.C., while at the price of £333 it represents an unusually attractive proposition for the owner driver. Below (left) is depicted the Hudson Super-Six Brougham, a new model of great attractiveness and beauty of line.



### BEAUTY OF LINE, AND REAL VALUE FOR MONEY.

The colour is blue, with black leather quarters, and the right price is £525. On the right is seen the Essex Coach 4-5 seater, a roomy and well-appointed enclosed car. At the amazingly low price of £295, it is not surprising that the Essex Coach is receiving considerable attention.







2



3

#### MODERN MECHANICAL MASTERPIECES.

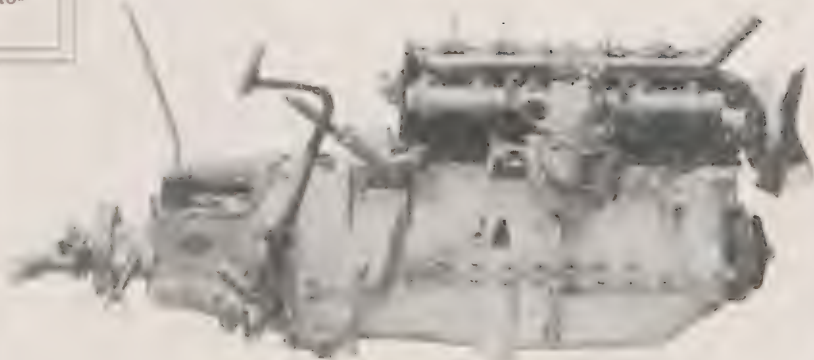
- 1.—The 23/70 Berliet chassis.
- 2.—The 15/40 h.p. Humber chassis, with Humber-Perrot front wheel brakes.
- 3.—The new Vulcan "Twelve" chassis, showing front axle and brake arrangement.
- 4.—The Monarch chassis, showing the hydraulic braking system.
- 5.—The neatly designed three-litre six-cylinder Sunbeam engine.
- 6.—The new sleeve-valve Daimler engine.
- 7.—The sturdily built Monarch chassis.
- 8.—The three-litre Sunbeam chassis—an excellent example of high-class automobile engineering.



4



5



6



8



The 11 h.p. Clyno is one of that small and very exclusive class of car which has "made good" within a few months of its coming upon the market. And with advancing popularity, it has become more and more deserving of patronage. Its sponsors were one of the first to perceive the possibilities of the light saloon, of which they have produced an excellent four-door model that can challenge anything in respect of value for money. Recent improvements include four-wheel

and attained, is high. The Lea-Francis chassis is something upon which the automobile engineer can ponder with a great deal of satisfaction, for it is a design which has manifestly been materialised in the light of high ideals.

Many improvements have been embodied in the Vulcan models for 1926. These include a new steering, higher radiator, four-wheel internal expanding brakes, sloping windscreen, shock absorbers, and a more commodious saloon body, with separate adjustable

rarely associated with vehicles of such a modest first cost.

The three well-known Crossley models, so successful during the past year, have, as might be expected, been retained practically unchanged for 1926, viz., the 14 h.p., the 19.6 h.p. and the 20-70 h.p., the last a thoroughly bred sporting car with a fine turn of speed. The 14 h.p. model has been improved by the addition of front wheel brakes. This chassis, than which it would be hard to find a



*The Minerva Saloon Landauette, a splendid example of high-class car construction.*



*The 40 h.p. 6-cyl. Fiat, with sports touring body, at £970, is an attractive proposition.*

brakes, which are embodied optionally in all types. Even more interesting, however, is the introduction of the completely new 13 h.p. Clyno car, which has taken more than two years to perfect, and which should be, in consequence, a thoroughly sound job. A complete range of the 11 h.p. and 13 h.p. models is exhibited on the Clyno stand. Clyno cars have a splendid road performance and they are certainly built for comfort.

In the light car realm, few cars have come into more prominence, by reason of success in notable competitions, than the Lea-Francis, and it is not too much to say that at the present time it holds an exceptional reputation as a hill-climber. At the lower end of the Lea-Francis scale comes the three-speed two-seater but, at a slight extra charge, a four-speed box is available, and this, it is hardly necessary to say, finds a place in the attractive special Sports model, which is rated at 12-40 h.p. Coupé, saloon and open four-seater models have been standardised, and although in every case the price quoted is distinctly on the low side for a pedigree car, the standard aimed at,



*The new Bentley three-litre light tourer, selling at £995.*

front seats. In addition to the standard Vulcans with side valve engine, there is a new and most attractive model having overhead valves. This is exhibited in the form of a saloon, and is equipped with a special cantilever springing. All these models, which range from the light two-seater up to the highly luxurious closed car—and the rating of 12 h.p. which the Vulcan enjoys is but a poor indication of its performance—are furnished with four-speed gear boxes. The equipment is such that the most exacting owner would have difficulty in usefully adding to it, and the cars are turned out in a manner that is

better example of representative British car design, has become very popular in connection with closed carriage work. The standard saloon is a particularly fine piece of work both in point of appearance and comfort. It has now been supplemented by an entirely new model in the form of the fabric saloon, and this is offered at a very attractive price.

One of the most impressively imposing cars ever made is the big 45 h.p. Renault, with its six-cylinder engine of 110 mm.

by 160 mm., and its 13 ft. 1 in. wheel base. This leads a class of five models, all, each of which is characterised by the originality of Renault design. The smallest is the charming little 8.3 h.p. which is available as a two-seater runabout, a light four-seater, or as a coupé. Then there is the 13.9 h.p. and the 17.9 h.p., both of which are capable and robust family touring cars. Then, finally, there is the 20 h.p. six-cylinder. All these models are provided with front-wheel brakes.

Armstrong-Siddeley are exhibiting their three highly successful models: the six-cylinder 30 h.p., the six-cylinder 18 h.p., and the four-cylinder





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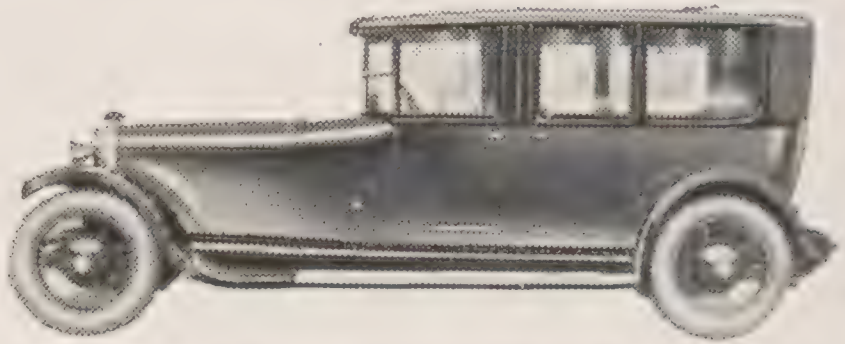
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h.p. All enjoy a similar general design, with push-rod operated overhead valve motors, gearbox forming the forward end of the torque tube, and four-wheel brakes. This company has paid great attention to the question of light closed bodies, and some excellent examples will be seen.

One of the most striking new cars introduced this year is the 6½ litre six-cylinder Bentley, a special feature of which is the patent silent drive to the overhead camshaft. This car has a top gear performance which has been rarely equalled. It does not displace the famous four-cylinder three-litre Bentley, which is now made in three types, viz., the standard long-wheel base, the super sports speed model, and a new "light touring" pattern.

Few unconventional cars have made good in such a striking manner as the Trojan. This can now be had with either solid or pneumatic tyres, and both open and closed bodies are standardised. Its features are a two-cylinder two-stroke engine, two-speed epicyclic gear, starting from the driver's seat, and final chain drive.

A good car that has, nevertheless, been greatly improved in its latest edition is the Alvis. Rated at 12-50 h.p., it has a new overhead valve engine mounted on a patent system of rubber buffers, an entirely redesigned and exceptionally light clutch, balloon tyres, and an efficient system of front-wheel braking.

An unusual type of rear suspension—double inverted transverse springs being used—is found in the 34 h.p. six-cylinder Marmon, an American car of the highest class, in which much originality in advanced design is to be seen. Other features are the overhead valve engine, the four-wheel braking system, and a steering specially designed for balloon tyres.

A striking new introduction is to be found on the Vauxhall stand in the form of the six-cylinder car with single overhead valve engine. The chassis, which is definitely of the luxury order, boasts a number of interesting details, and a very high standard of design is maintained. This new Vauxhall supersedes the three types which already enjoy so strong a vogue, namely, the 30-98 h.p., the 23-60 h.p. with harmonic balancer, and the 14-40 h.p. The principal Talbot exhibit is the six-cylinder 18-50 h.p. of Coatalen design. This is in all respects a fine piece of design in which full advantage has been taken of intensive racing experience, an all-round top-gear performance having been made compatible with power, silence and smoothness. Front-wheel brakes are fitted.

There are three Peugeot models for

1926: the four-cylinder sleeve-valve engined 20-65 h.p., the 12-20 h.p. with side valve engine, and the 7-12 h.p. runabout. In spite of the very small dimensions of the last named, it is a sturdy little touring vehicle, able to show an excellent turn of speed and to ride comfortably on rough roads. Various types of bodywork are exhibited.

A.C.'s embrace both four and six-cylinder models, rated respectively at 12-24 and 16-40 h.p. Neither chassis has undergone any material alteration, and both retain the characteristic A.C. features of overhead worm drive with the gearbox forming a single unit with the axle. The 16-40 h.p. has



"The Motor Owner" Mascot  
First Prize in our Competition  
See page 7.

during the last season put up some splendid performances, including a 24-hours' record, which easily remains the best for any car of these dimensions.

Clearly one of the most popular cars on the road, the Essex remains unchanged for 1926. With its six-cylinder 17.3 h.p. engine, with unit gearbox, it gives a wonderful combination of pace and smoothness, and at the same time is markedly economical in running costs. Three types are standardised—the open tourer, the coach, and the two-seater model with English coachwork.

The new 1,500 c.c. six-cylinder will no doubt be a centre of attraction on the Alfa Romeo stand. This has, of course, been developed as a result of racing practice, and is undoubtedly a lusty car. Special features are the spiral bevel drive of the overhead

camshaft, the drive coming from the fly-wheel end of the crank, and the mounting of the front springs, which pass through the axle.

Citroëns are naturally making a strong bid to retain the favour of users of light family cars and runabouts. For the coming season they offer the 7.5 h.p. model in cloverleaf and coupé form. The 11.4 h.p. is available with either French or English bodywork, the former including the ingenious all-steel saloon and a new three-seater coupé.

To the favourite Chrysler "six" has now been added a striking new "four," both cars being built to a similar specification, and offering equal completeness and value for money. The former is rated at 23.4 h.p., the other at 20.9. In each case the motors are monobloc with side valves and detachable head. Ignition is by magneto or battery. The four-wheel brakes operate on the hydraulic system.

Both in the 10-22 h.p. and the 12-27 h.p. Bayliss-Thomas models an improvement in design together with a greater completeness of equipment have been made simultaneously with a reduction in price. Front-wheel brakes are now standard on the larger model, and are also available at an extra charge in the 10-22 h.p. de luxe four-seater. The engines in each case have overhead valves.

In addition to the four-cylinder 12-24 h.p. Calcott, there is a newly introduced light six-cylinder model which is sure to attract a great deal of attention. The engine is a monobloc with inclined side valves, the side change gear box gives four speeds, and the transmission includes single dry plate clutch and spiral bevel drive. Both Calcott models are fitted with four-wheel braking.

No changes of design have been made in the well-known Hudson super six chassis, but a new type of complete vehicle has been brought out. This is the four-five-seater brougham. The lines of it are very attractive, and it is an all aluminium construction with leather quarters. Other closed models include the four-five-seater coach and the seven-seater sedan.

A particularly interesting small car which will be seen at Olympia for the first time is the 7 h.p. Fiat, shown as a chassis and as a neat little coupé. It is of advanced design and complete in every detail, and is equipped with front-wheel brakes. The latter are now standardised upon the popular 10-15 h.p. four-cylinder model, which is shown as a saloon. The other Fiat type is the splendid 40 h.p. six-cylinder, in which all the mechanical details are enclosed with aluminium covers.



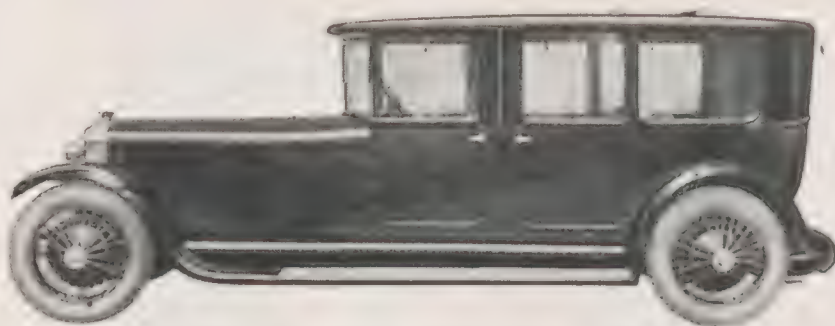
## HERE'S A VARIED CHOICE



A 40-50 h.p. "New Phantom" Rolls-Royce, fitted with a Barker Cabriolet-de-Ville body. Incidentally, one of these models was recently sent to Buenos Aires for the use of the Prince of Wales during his visit to South America.



One of the latest 14-45 h.p. Rover touring cars in the beautiful park at Wellesbourne, Warwick. This new model is evoking universal admiration on account of its magnificent lines and smoothness of running.



The Daimler Forty-Five Saloon—an excellent example of a super-luxurious motor vehicle.

Below we depict imposing front views of three new season's models:—Left, the 10 h.p. Lea Francis, a vehicle which is gaining immense popularity with all classes of motorists; Centre, the 12 h.p. Hampton Saloon, a model possessing beauty in lines and superb body finish. It is also a very docile vehicle to handle, but has quite extraordinary power developing qualities. On the right appears a



The 9-20 h.p. Humber touring car represents a very attractive proposition, especially at the price of £260.

head-on view of the new 10 h.p. De Dion, a detailed account of which was published in August issue. Readers familiar with De Dion lines will at once recognise a complete change in the radiator design—to be distinctive to the 10 h.p. models. This new De Dion has all the goodly characteristics of its more famous models—power, efficiency, simplicity in gear changing, and excellent track.





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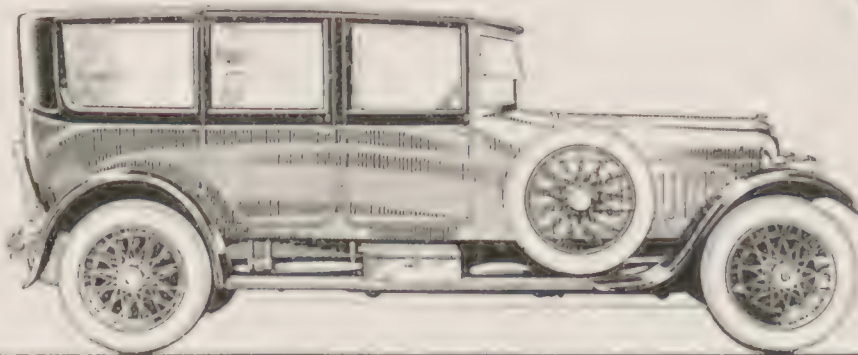
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# TYPES OF SUSPENSION

By CAPT. W. GORDON ASTON

*In this brief article the author deals with a few of the suspension systems that are not only in use to-day but are prominent in use; that is to say that none of them are restricted to incorporation in freak and unknown cars*

It will be conceded that of all the car qualities which are to-day requisite, that of comfort is paramount. Time was when this was far from being the case, for sixteen years ago, to go no further back, we used to buy our cars solely guided by their mechanical economy, and ready, in the interests of obtaining some new engine feature, to suffer inexpressible discomfort over bad roads and in rough weather. To-day all that is changed, and a car with the most amazing performance imaginable would never find more than one or two buyers out of a million if it could not offer both driver and passenger the required standard of comfort. Springing has been greatly improved of recent years, not only because car owners have become more exacting in this matter, but because car designers have recognised to what a large degree the durability of the chassis depends upon the manner in which its various components are insulated against road shock and vibration. Both from the mechanical and the mechanical point of view, it is impossible to have too good a suspension system in a car. Although, as I say, springing has been improved, there can be little doubt that it is still open to almost more improvement than is any other department of car design. We still use to-day the same principles as were adopted in the coster's barrow of the middle ages. We still have to acknowledge

that it is a practical impossibility to make the same car equally comfortable under conditions of varying loads, varying roads and varying speeds. Some day or other all these conditions will be properly met. In the meantime it cannot be pretended that even if suspension design has become rather stagnant, there is any symptom of it being ever standardised. Indeed, it would be very hard to find any other technical point in a car concerning which so much variety in practice exists.

I venture to believe that the reader who has not studied this question will be surprised at the number of quite different systems that are in vogue. It will, of course, be recognised that in discussing the advantages and disadvantages of these springing methods, circumstances alter cases. Sometimes a technical disadvantage has to be accepted because there is an economical benefit. Sometimes one system is demonstrably better than another, but is awkwardly covered by patents. Every designer, it is to be presumed, deals with each problem that confronts him on his own merits, and it is not uninteresting to mark how widely apart are some of his solutions.

It would be hard to say which is the most dominating system of them all, so as to select one from which a discussion can start. So far as the number of cars in use is concerned, I do not doubt that the Ford transverse spring-

ing system is preponderant. But so far as makes of car are in question, the half-elliptic scheme, as shown diagrammatically in Fig. 1, is probably entitled to the palm.

The figure shows the spring as described, that is to say, more or less of elliptic form, but of late years it has been recognised that this is by no means their most desirable shape. If the chassis is high above the axle, that is to say, if the springs are slightly cambered, there is a strong tendency to side sway or roll when taking corners. This causes an undue amount of wear and tear at shackle joints and mountings, and consequently, the more advanced designers in Europe and in America who adopt this unquestionably efficient form have embraced the policy of using springs that are practically flat.

This overcomes the difficulty which has been mentioned, particularly if, in the case of the rear springs, the leaves themselves are called upon not only to act in a suspensory capacity, but also to accept the thrust of the drive and the torque of the axle reaction. The flat spring enables the propeller shaft to be kept more horizontal than would otherwise be the case, and this, as we shall see in a subsequent article, tends to reduce the wear of tyres and to promote their grip upon the road.

It is generally advanced against the



FIG. 1.



FIG. 3.



FIG. 2.



FIG. 4.



half-elliptic spring—which by the way is almost always used in racing cars, and from this a very obvious deduction may be drawn—that they are bad because the whole of their weight is unsprung, and has in this regard to be added to that of the axles. This, however, is quite a fallacy. Something like two-thirds of a half-elliptic spring is actually sprung because each leaf is supported at its centre. Another objection to the half-elliptic is that it requires a long frame which, of course, in its turn, involves weight and expense.

A variation of Fig. 1 is shown in Fig. 2 and consists in the three-quarter elliptic rear spring. This is a type which was once very popular and is still used on at least one very notable British car. It has however, very little to recommend it and, from the point of view of roll, is even worse than a half-elliptic, though rather less of the actual sprung weight is unsprung.

The manifest desirability of shortening the frame, in order to save weight and cost, has led to many cheap and small cars being equipped with inverted quarter elliptic or grasshopper springing. This is delineated in the diagram Fig. 3. Here we have the benefit of the whole of the weight of the springs being suspended, the elimination of shackles, the reduction in the number of working parts and, in general, an arrangement of maximum simplicity. Unfortunately, however, there are rebutting disadvantages, chief amongst which is that, although the wheel base is not affected, the spring base has been considerably shortened. The result of this is that for any movement of the axle, the angular movement of the car, as indicated by the dotted line in Fig. 3, is considerably greater than would

be the case with the arrangement of half-elliptic springs. In the latter event, a brief consideration will show that the spring base, as shown by the line with an arrow at each end, is equal to the wheel base, whereas with the grasshopper scheme, the spring base is considerably shorter. The consequence of this is that with the inverted quarter springs, the car has big tendency to pitch. This can, of course, be restrained by the use of shock absorbers, but as these are equally applicable to the long spring base, no relative theoretical advantage is gained.

In the case of the Bugatti car, the quarter elliptic spring has been extremely cleverly exploited. The arrangement adopted is sketched in Fig. 4, from which it will be seen that the rear springs are mounted as it were, back to front. This gives a spring base, as again shown by the arrowed line, which is actually longer than the wheel base, and, as a result of this, the efficiency of the suspension is definitely enhanced.

In the Overland car, which incorporates transverse springs arranged as shown diagrammatically in Fig. 5, a similar object is sought and attained, namely, the spring base is kept as long as possible. This is an important point, because much of the comfort of the passengers in a vehicle is dependent upon the angular displacement of the chassis. The greater the spring base, the less will its angular movement be for a given road inequality, and, *per contra*, the shorter the spring base, the greater will the angular movement be.

A very popular type of rear spring, which has also in certain cases been used for the front axle, is the cantilever

illustrated in Fig. 6. This results, as will be seen, in a slight shortening of the spring base of the chassis, but on the other hand, it permits the use of a pronouncedly long spring which must make for efficiency, and further, it permits the whole of the weight of such spring to be unsprung. The disadvantage of the cantilever is that, like the grasshopper, it is only suitable for suspension functions, that is to say, it cannot be made to accept the torque of the axle, though it is capable of dealing with the thrust of the drive. In consequence, the cantilever is only capable of being used either in conjunction with a torque tube form of propeller shaft, or with separate torque members. It is, of course, a variation of the quarter elliptic spring in which, however, greater elasticity is obtained by using more metal, whilst at the same time, the spring base is not so much shortened as it is with the grasshopper. A disadvantage of the cantilever that is very evident, is the need for lubrication of its centre bearing, and of the shackle at its forward end.

A type of rear suspension for which a very good case can be made out, is the double quarter elliptic, as sketched in Fig. 7. The fact that two, so to speak, parallel springs are embodied, of which one can be in tension while the other is in compression, makes this form of suspension capable of resisting both drive and torque. It also gives a so-called parallel motion to the axle. This in turn involves a shackle as well as two universal joints, in which the results, as proved by the behaviour in one very well known French car, are very good. Here again one has unsprung weight reduced to the very minimum.

(Continued)



FIG. 5.

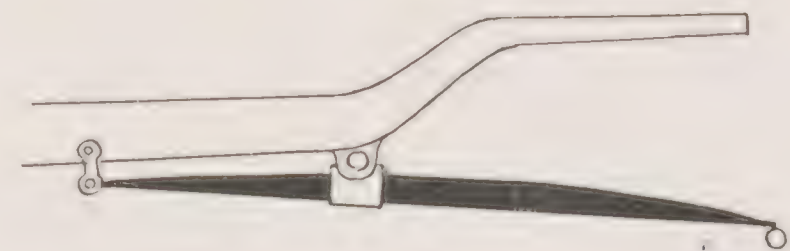


FIG. 6.

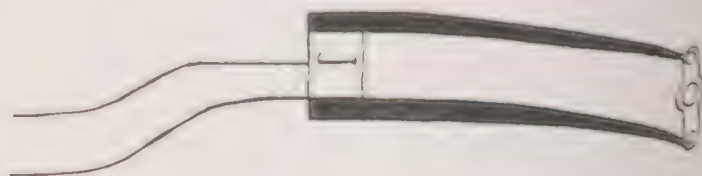


FIG. 7.

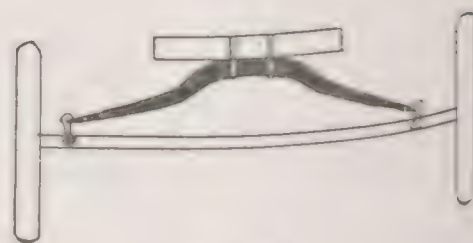
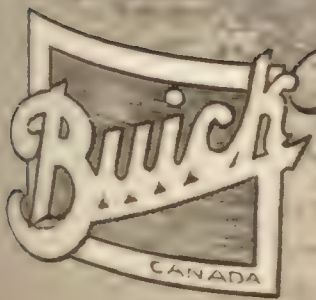


FIG. 8.



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*The biggest forward stride  
since motoring began*



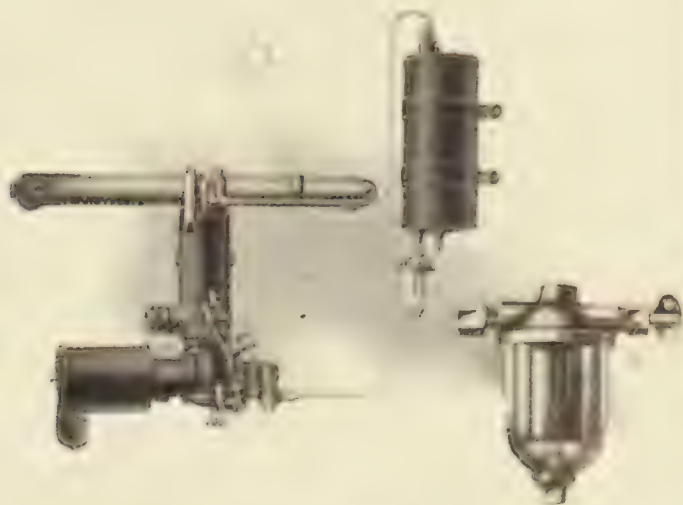
# Buick Steps Further ahead in world Leadership



## NEW SEALED BRAKES THAT ARE SMOOTH, SAFE AND SURE

Perfectly protected by shields, the Buick four-wheel brakes keep dry and in working order in the wettest weather. Adjustment has been made delightfully easy and accessible. The hand brake is of the internal expanding type.

For every emergency and road condition, these brakes guarantee safety all the time. At all speeds the braking system automatically exerts an even, steady, speedy stop that positively prevents skidding even when turning a corner. The brake bands "wrap" round the drums. This method is the most certain and efficient known.



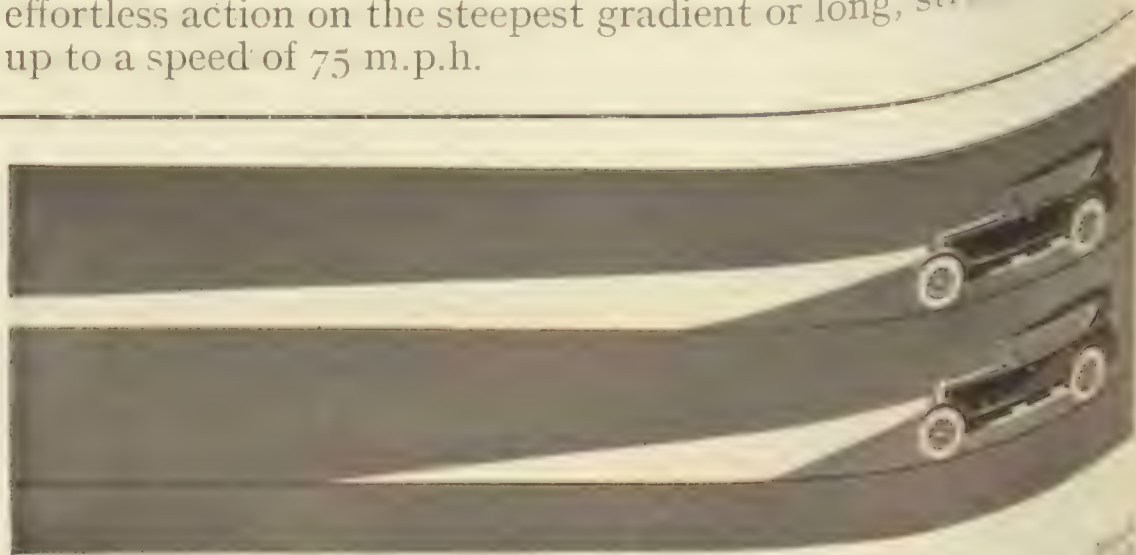
## PURIFYING THE PETROL

To guard against dirt impairing the life and efficiency of the engine, Buick has adopted a petrol filter or strainer. This collects all dirt and sediment from the petrol and practically eliminates all possibility of its getting in the needle valve of the carburettor. The method of fixing is here indicated, together with an enlarged view of the actual strainer, which is provided with a detachable glass bowl, making dirt and water visible. The amount of sediment collected after a few thousand miles running is truly amazing.

**B**UILT in Canada, the "British Empire" Buick has started a new era of motoring pleasure. No such advancement has ever before been achieved. Materials that cannot be bettered, engineering practice that cannot be excelled, craftsmanship without peer, all these have been built into the 1926 Buick together with every principle upon which real abundant motoring pleasure depends.

The "British Empire" Buick not only meets the exacting requirements of to-day, but is years ahead of contemporary design and performance. This exclusiveness, this intensive individuality is not a flash in the pan, but the logical result of 21 years of ceaseless endeavour. It has always been Buick's aim to provide a car of unassailable excellence, leading the whole of motordom in power, appearance, speed and ease of control, yet which is sold at a reasonable figure. Always a fine car, Buick is now finer. Its pleasing dignity and inherent fineness are appreciated everywhere. The whole history of Buick has been sensing in advance the desires of the motoring public, and satisfying those desires.

Sit at the wheel of the Buick. Experience, at any speed from two to seventy-five miles per hour, the extraordinary sweetness and smoothness of the vibrationless power unit. This same power that gives phenomenal speed on level stretches flattens out hills in a surprising manner. There is unlimited satisfaction in the velvety flow of power that can be held in check gliding through traffic, or released at will for instant, effortless action on the steepest gradient or long, straight stretch up to a speed of 75 m.p.h.



## CONTROLLED HEADLIGHTS

Many and varied are the efforts that have been made to eliminate the dazzle menace. Now comes forward the only rational solution—the control of the beams' direction by a switch mounted in the centre of the steering wheel. For open road driving the beams are thrown directly out in front of the car, turning night into day, lighting the road for a great distance directly and for its entire width. By simply touching the switch, the beams are deflected down directly in front of the car. This gives a copious flood of light that makes for safety, and provides for comfort of other road users.

Lamps, bulbs and others parts are stationary—the change in the direction of the light rays is made entirely by shifting the current from one filament to another in the bulb, aided by specially designed reflectors built into the lamps. These new Buick headlights give better results than tilting headlights and have none of the complications.



You will marvel at the engine's extraordinary acceleration and flexibility. And this amazing output of power veritably whispers—scarcely are you aware of the engine's presence. Never a sound will you hear from the gear box in changing, never a jerk from the transmission at the lowest of speeds.

Balloon tyres have not been added as an afterthought—the chassis has been designed expressly to allow the added ease of balloons. Perfect suspension, intelligent chassis design and four-wheel brakes of absolute efficiency cater for the roughest and most slippery of road surfaces, the sharpest bends and corners, the steepest hills. Side-sway, jolting and vibration are entirely eliminated from the 1926 Buick. Mental and physical comfort are complete; you may drive all day long in absolute oblivion of things mechanical. Never in the new Buick will you feel the slightest strain or fatigue.

There is a model in the Buick range to suit every taste. Charming colour schemes please the modern idea, while quieter designs satisfy the more conservative taste. Careful thought has been given to ease and comfort in the seating arrangements. Each model is roomy yet compact, comfortable to the last degree, yet essentially neat.

The world-renowned Buick valve-in-head engine is retained. Other famous cars have adopted this practice pioneered by Buick more than 21 years ago.

All moving parts in the Buick engine and chassis are completely *sealed* with protective covers. This really ensures the exclusion of dirt, grit and all foreign matter from the bearings and also prevents the escape of lubricant. The 1926 Buick has been further improved by the addition of three more sentinels which stand guard against all foreign matter entering the engine. Thousands of miles of life have been added to every Buick engine by these devices, which are illustrated alongside.

An electrical system of advanced design has been adopted; a new water pump, a more efficient fan, an improved carburettor, better sealed brakes, clutch and steering gear are features that will appeal to every motorist.

The design of the Buick valve-in-head engine has been proved to give more perfect combustion than any other type, a quicker ignition of the charge and less loss of heat through the water jacket. Hence more power with less petrol consumption is certain.

One ride in the British Empire Buick will demonstrate the wonderful results that have been achieved. Action that thrills, comfort that rests, silence that is enduring. You will find in the Buick a car that you will want to own more than any car you have ever driven. Last, but not least, you will realise the length of service that the new Buick will give. Elegant yet sturdy, the outward appearance of all the ten 1926 models bears out the inherent goodness of the unseen parts, and the Dupont Viscolac finish, in a variety of appealing colours, will gain in lustre as the months go by. Only Buick engineers know how such cars can be built at such low prices. The new Buick is the car you will buy to keep. See it at the Show and get the facts.

### IMPORTANCE OF CLEAN OIL

To prevent sediment and dirt being carried through the oil into the engine and causing cylinder and piston wear, the Buick filter has been designed. At a speed of 20 m.p.h. all the oil in the engine will pass the filter every five minutes; before, all the oil is filtered at least twelve times an hour, ensuring absolutely clean oil to the engine. It has been definitely proved that a Buick car equipped with this filter is in much better condition after 15,000 miles of driving than a car without a filter that has been run 1,000 miles. The filter is mounted on the right side of the dash at the right side of the engine in no way interferes with the regular operation of the engine.

The illustration depicts the nature of the dirt, lint, and screens which retain the dirt and let the oil pass through.



### GUARANTEE OF PURE AIR

Large volumes of air are consumed with every gallon of petrol used by the engine. This dust-laden air enters the engine parts. This dust forms an oil compound as it mixes with the oil in the cylinder walls, where it grinds the engine's efficiency with every piston stroke. The Buick air cleaner has eliminated dust at its source.

**Dust is Eliminated:**  
The motor draws dust-laden air through the directing vanes, which gives it a rapid spirally rotating motion. The force separates the dust from the air, throwing them into the outer wall of the cleaner. The movement of the dust along the inner surface of the cleaner wall brings it to the circular end, where it is forced through small outlet into a removable container.

The air, indicated by white arrows, is drawn spirally in centre portion, strikes the circular plate (F) and screws itself out through the cleaner.

The lightened current of clean air leaves the cleaner to enter carburettor.





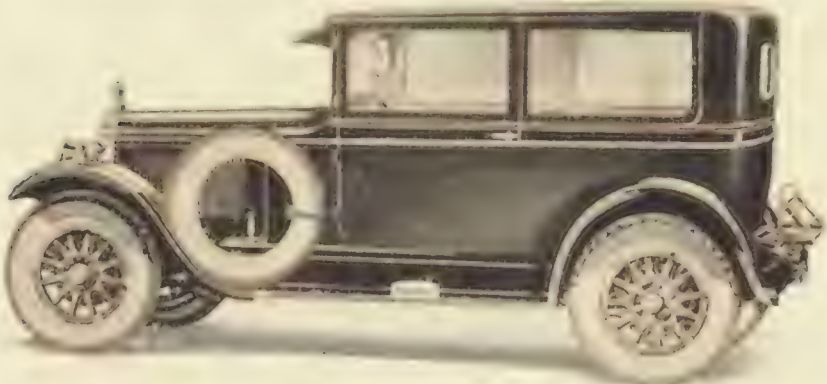
#### THE COUNTRY CLUB ROADSTER (Model 24)

Your first impression of this model is grace and beauty. Sweeping body lines speak of the milestones gliding by.

This trim and speedy roadster, mounted on the Standard chassis, is a car for the countryside, for the club.

The dicky seat, by virtue of its double-deck action, is more spacious than most. Full length leg room, foot rest and carpeting give reclining chair comfort to rear passengers.

Side curtains are stored away in a locker behind the seat.



#### THE DOMINION TWO-DOOR SALOON (Model 20)

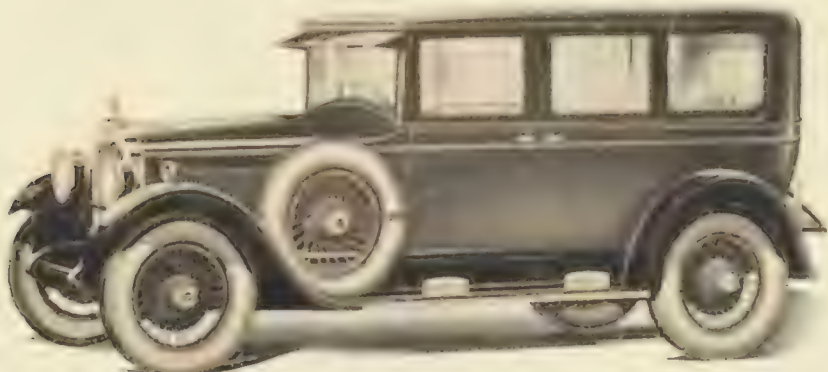
This Saloon, on the Standard chassis, is ideal for every occasion, for touring, for town use and for every social activity. Unfettered vision is provided by the extra large sized windows and the single-piece windscreen. The doors are extra wide and enable passengers to get in and get out of the back compartment without disturbing those in the front seats. Either of the front seats may be folded entirely out of the way when desired.



#### THE MASTER TOURER (Model 45)

For the devotee of the open air this model marks the peak of perfected construction, especially where a car of conservative lines and colouring is desired.

Mounted on the Master Six chassis, it is capable of practically any speed required, is good for the steepest hills, and can be driven for lengthy tours without the slightest driving fatigue. Front seat is adjustable; footrests look after passenger comfort; the single action hood can be raised by one hand without leaving the car.



#### THE PULLMAN LIMOUSINE (Model 50 L)

This car, on the long Master chassis, is suited alike to the owner driver and to the owner requiring privacy when the chauffeur drives. The front seats, uniformly upholstered with the remainder

of the car, can be divided at will from the rear portion of the body by a curved and easily-regulated glass panel.

Sweeping lines, graceful curves, and beautiful colouring lend this limousine an air of distinction beyond compare and demonstrate the finest expression of bodywork beauty.

The interior is luxuriously appointed and upholstered in long-wearing all-wool English broadcloth, and offers perfectly sprung seating accommodation for seven passengers.



#### THE MAJESTIC TOURER (Model 25)

This touring car on the Standard chassis is replete with every refinement that motor engineering can give. The body provides ample leg room and seating accommodation for five. The colour and finish are really appealing. The floor of the tonneau is covered with durable carpet and the front compartment with rubber matting that fits tightly round all levers and openings. The single motion spring hood can be easily raised and lowered by one person. This easy-running patented hood is far in advance of any others on the market. The front seat is adjustable, yet perfectly stable.

## The Buick Range

There are twelve models in the 1926 Buick range—a model to suit every motorist. All bodywork is finished in charming DuPont Viscolac, the surface that grows old with added grace. Just a few models are illustrated. Below others are priced.

114-IN. BUICK, 20/58 H.P.	
Standard Chassis .. .. .	£325
Country Club Roadster .. .. .	£399
Majestic .. .. .	£399
2-door Dominion Saloon .. .. .	£495
Empire 4-door Saloon .. .. .	£550
Viceroy Coupé .. .. .	£495

120-IN. BUICK, 25/75 H.P.	
Master Tourer .. .. .	£495
Ambassador Saloon .. .. .	£645

128-IN. BUICK, 25/75 H.P.	
Chassis .. .. .	£415
Monarch Touring .. .. .	£575
Pullman Limousine .. .. .	£795

Equipment includes kickplates, automatic screenwipers, thief-proof locks, luggage grids, spare tyres, Boyce Moto-Meter, complete instrument boards, footrests, robe rails, rear-vision mirrors, tool-kits, etc., etc. Single piece windscreens, and all-wool broadcloth upholstery, interior lighting, etc., on closed models, grained leather upholstery on open models.



# SOME MOTOR SHOW IMPRESSIONS



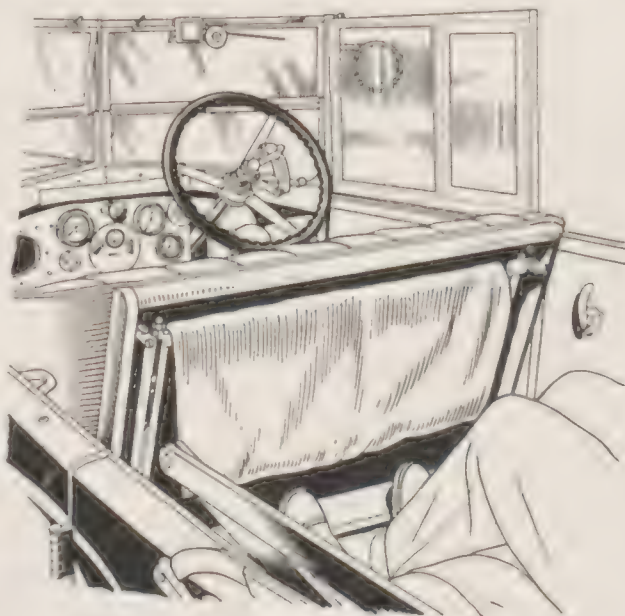


# THE 14-45 H.P. ROVER—AN UP-TO-DATE VEHICLE

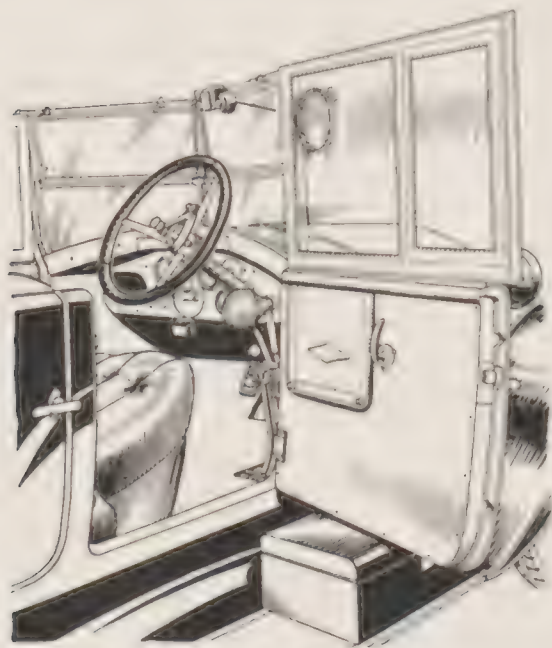
*As outlined below, the qualities of the new Rover make it an ideal owner-driver's car*

THERE is probably not a car on the market which embodies more points of up-to-date design than the 14-45 h.p. Rover, and although the present car is not a new model in the full sense of the term, the somewhat startling wholesale departure of the Rover company some twelve months ago from all that had made the Rover "Twelve" so popular is still fresh in the minds of motorists.

The new car which was then presented had been so thoroughly tested in private that it was an immediate success, and few details have required alteration. The present car, however, embodies some few modifications which pro-



*There is every comfort for the rear passengers—a foot-rest, and a really serviceable wind-screen, which folds away neatly when not in use. Note also the handsomely fitted instrument board.*



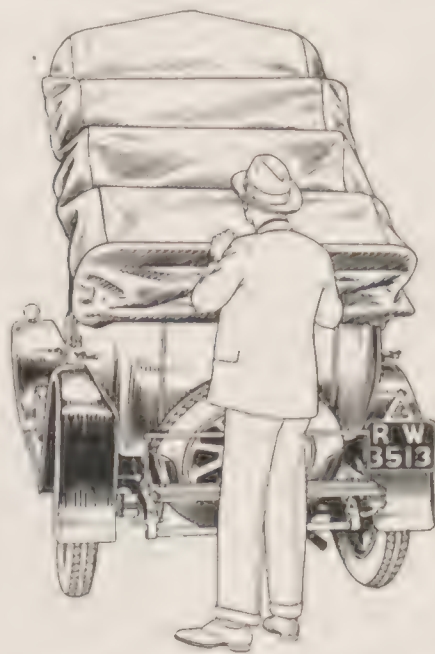
*Depicting the deep bucket front seat, the generous width of the doors, the efficient "V" shaped wind-screen, and the general roominess of the driving compartment.*

longed experience has shown to be desirable. This is particularly the case in regard to the various body types offered, which now cover every conceivable requirement, and are notably well designed and, in the more luxurious types, well equipped.

Rover cars have a long-established reputation for that reliability, commodiousness and general sturdiness which, taken in conjunction with an easily driven and maintained car, go to make up what is often termed the "family bus."

The modern Rover has all these attributes and has an additional liveliness which materially extends its scope of utility. Its comfortable touring speed is relatively high, the engine being particularly smooth and the car

nice to handle at a road speed in the neighbourhood of 40 to 45 miles an hour. The top speed performance of the car is particularly good, and steady acceleration can be obtained right through the scale from approximately walking pace. A much improved "pick up" is naturally possible by judicious use of the gear-box, and the gear change is so easy and the gears so quiet that there is no excuse for not driving the car as it was designed to be driven, and so utilising to the full the remarkable efficiency of the engine.



*The waterproof hood can be erected in a period of seconds only—a sharp jerk on the rear, as depicted, fully opens it, when all that is left is the fastening.*

A specification does not make very interesting reading, and it will be sufficient for our immediate purpose to mention one or two items as indicative of the thoroughly modern design of every part of the car. In the first place, then, the theoretically desirable hemispherical combustion chamber, with centrally placed firing point, has been attained without the practical disadvantages which such a design usually carries in its train. The valves necessarily occupy an inclined position but are most ingeniously operated by a single camshaft.

"Unit construction" has been carried to unusual lengths in the new Rover,



*The petrol filling orifice is situated in the centre of the near-side balance. It is an example of the high measure of accessibility introduced in design of this car.*

again, however, without the frequently found fault of inaccessibility. Although engine gear-box, clutch and steering gear are assembled in a single unit, each part is readily get-at-able for inspection or attention. It will be sufficient to say, in support of this statement, that the whole gear assembly may be withdrawn from its containing box without disturbing any other part of the unit.

The whole of the unit is automatically lubricated, and as valve and steering gear participate in the flow of lubricant, the necessary attention of the owner is reduced to the maintenance of the average level in the sump.

It will be seen, therefore, that while being so lively as to satisfy the most critical, and having a particularly sensitive four-wheel braking system, the Rover is an ideal owner-driver's car.





The 14 h.p. Rover car emerging from the Gatehouse, St. Albans, the only part of the old Monastery which still stands. The Gatehouse dates back to 1380; the car is a 1925 model. But ancient stones and modern car have one quality in common—both were built for wear.



# AN IMPROVED RADIO VALVE

By ROBERT W. BEARE (Author of *Modern Wireless*, etc.)

*Claims as to the revolutionary character of inventions are always to be treated with a certain amount of discretion, if not with suspicion; but this article deals with a very promising radio development*

**E**XTENDED test is necessary, of course, before all the claims for the new valve—or, more correctly, high frequency relay—introduced by Messrs. Autoveyors, Ltd., can be endorsed. At the same time, I have been carrying out some preliminary experiments, the results of which seem to show that the new valve is worthy of the very deepest consideration.

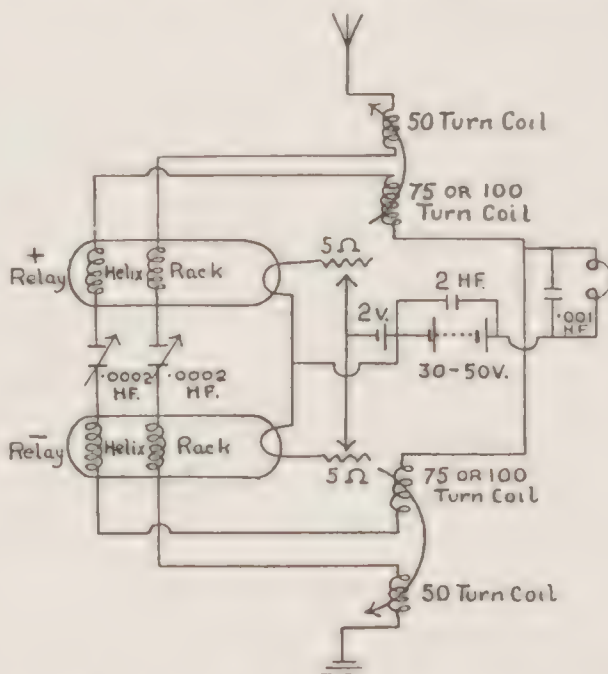
It is, I understand, unlikely that specimens will be available for public use for some little time, as the output is temporarily limited and is, moreover, entirely taken up for more serious purposes than that of mere broadcast listening.

The valve itself is similar in appearance to other low internal capacity valves, being of the "test tube" type with a more or less helmet-shaped ebonite cap at each end. On these caps are six contacts, one at each end, connecting with the filament, and one at each side of each cap, attached internally to the extremities of the "rack" and the "helix." The valve has thus the usual three electrodes, the normal grid being the rack and the anode or plate the helix. Both, however, are of spiral type, the helix surrounding the rack, and the whole assembly containing within it the filament. The principal obvious difference between this and the ordinary valve, it will be noted, is that each end of rack and helix (or grid and plate) are brought out to contacts, instead of only one end of each electrode.

In spite of this seeming similarity, the action of the high frequency relay is quite different from that of the valve. The operation of the latter is, of course, entirely electro-static; that of the relay is stated to be 75 per cent. electro-magnetic. This statement requires amplification and explanation which lack of space and paucity of information preclude at the moment. Suffice it to say, therefore, that the circuits with which the relay is associated are entirely different from the customary receiving circuit. One, reproduced herewith, is both simple and effective, once the essential points of difference have been mentally digested.

So far as my tests have gone, the relay has proved a perfectly satisfactory substitute for the normal type of valve, both as to range and as to

volume and purity on local broadcasting. The relays are made and intended to be used in pairs, one being nominally positive, and the other, having the spirals of rack and helix wound in the opposite direction, negative. With one such pair, comfortable loud speaker reception is possible, the addition of a single small power amplifying unit making signals uncomfortably loud in an ordinary house. With it, the clarity of the signals is of an unusually high order, and with the particular circuit illustrated there is an almost entire absence of extraneous sound. Whether the effect could be



placed to the credit of the relay and its circuit is not altogether clear, but it has been noticeable also that atmospheric disturbances are markedly less obtrusive than with a normal type of receiver.

It may be noted that the high frequency relay is of the 1.8-2 volt dull emitter type, taking 0.3 amp. current, and requiring only 30-50 volts positive anode potential.

The circuit illustrated possesses a very high degree of selectivity, and it is essential that the two variable condensers connecting the helices and racks of the pair of relays should not only be of a low value, such as 0.0002  $\mu$ F, but that they should possess some form of geared down control. The coils may be of the plug-in variety, preferably of the lowest possible distributed capacity, and may be carried in two two-coil holders, these also having Vernier movement. Although

the valves function well without deliberate reaction—and the internal capacity is, of course, so small that there is a minimum of accidental feed-back between the electrodes—the couplings of the coils may be used to increase signal strength or, in distant searching, even to bring about actual oscillation. The control of reaction is as delicate and progressive, however, as that of the best of Reinartz circuits, and a smooth Vernier action in the coil holders is essential for best results. It appears, also, from our experiments that careful matching of the two pairs of coils is advisable, and the effect of carefully wound low-loss vario-couplers has been tried in place of plug-in coils with some success.

Although I have devoted particular attention to the high frequency relay in relation to broadcast reception the valve itself should be ideal for short wave work, and in any case forms part of a much wider scheme on the part of Messrs. Autoveyors, Ltd., for an improved system of doubly-focused beam transmission. This, however, is too large a matter to deal with in the restricted space, and is, besides, outside the scope of the present article.

The essential simplicity of the circuit illustrated will be seen by comparison with an ordinary two-valve high frequency circuit, in which, to obtain anything like the same selectivity, a loose-coupled aerial and secondary circuit, tuned by two condensers, would be necessary. There would then be the same scheme of two pairs of coupled coils (presuming reaction to be applied to a tuned anode coil) with an additional variable condenser; while the grid condenser and grid leak are likewise eliminated in the present circuit. There is the further advantage that an ordinary detector valve preceded by a stage of high frequency amplification will never give the same volume for loud speaker purposes as this relay circuit, unless the doubtful and complicated system of reflexing through the high frequency valve be adopted; while if a detector be followed by a low frequency valve, to obtain an equivalent volume, a much larger high-tension battery is required, together with the complication—small, but necessary—of giving negative bias to the low frequency grid.



# New Season's Policy

*The Supreme Car*

# SUNBEAM

## No Alterations in Design

THERE is no alteration in the design of Sunbeam models for the coming season. We are now in a position to deliver, without unnecessary delay, cars and chassis of the same type and design as the models exhibited on our Stand at Olympia. We are introducing a new model in the 30/90 h.p. Sunbeam, an eight-cylinder car with cylinders in line. One of these models, with Enclosed Limousine Body, will be on view.

### MODELS FOR 1926

14/40 h.p. Four Cylinder Touring and Saloon Cars.

20/60 h.p. Six Cylinder Touring, Saloon and Limousine Cars.

Three-Litre Six Cylinder Four-Seater Sports and Weyman Saloons.

30/90 h.p. Eight Cylinder Touring, Saloon, Limousine and Landaulette Cars.

OLYMPIA  
STAND No.

110

Oct. 9-17, 1925

All Sunbeam Models are fitted with Four-Wheel Brakes.

N.B.—We supply special models for use overseas, embodying certain modifications to suit the arduous conditions under which cars are used. Full particulars will be supplied by our Export Department.

THE SUNBEAM MOTOR CAR COMPANY  
LIMITED, Moorfield Works, WOLVERHAMPTON

London Showrooms & Export Department : 12 Princes St., Hanover Sq., London, W.1

Manchester Showrooms - - - - - 106 Deansgate



With apologies to another  
peerless vintage.



# Forty years old and still going strong!

**A**GE cannot lessen the charm and quality of De Dion Cars. For over forty years they have held the public affection and won, by sheer merit, the reputation of dependability. When motoring was largely an experimental science the expert considered himself fortunate if his car had a De Dion engine. Design has changed, but the experts' opinions have not. They all praise the De Dion—particularly the new low-priced 10/20 h.p. car, and it possesses in a marked degree the many qualities that have made De Dion famous.

You should make a special point at the Motor Show of seeing the full range, or better still, call at our Showrooms at Great Marlborough Street (almost opposite Liberty's Tudor Building) and inspect the large variety of all models that are here displayed.

There are over forty different models of carriage-work, and five power grades of chassis. Prices range from £295 to £1,075, and in this range there is every type of car that appeals to the motorist who demands high quality in construction and maximum efficiency in performance.

## ABRIDGED PRICE LIST

### 10/20 h.p. Model

4-seater Tourer ..	£295
De Luxe H.H.H. Tourer	£350
Special H.H.H. Tourer ..	£395

### 12/28 h.p. Model

4/5-seater all-weather Torpedo	£475
4/5-seater 4-door Saloon	£595
Limousine Coupé-de-Ville	£595
Wood Pillar Coupé ..	£665

### 15/43 h.p. Model

4/5-seater all-weather Torpedo	£650
4/5-seater 4-door Saloon	£725
Wood Pillar Coupé ..	£770
All-enclosed Coupé ..	£805

Our Showrooms are only two minutes from Oxford Circus.

**De Dion Bouton Ltd**  
10 GT. MARLBOROUGH  
REGENT ST, LONDON, W1.

— and at Stand 215 Olympia



# MOTURING WITH EVE

By MARTIN H. POTTER

*From Little Dean to Newnham, Blakeney, Blackpool Bridge and Lydney*

We meet divers ancients—The Prince of Darkness,  
The Celtic God of the Deep, and Adam and Eve

THE nearest approach to strife that Little Dean reaches nowadays is when a Parliamentary Election takes place, and even then, as Eve puts it, "there is no more than a ripple upon its placid mere!"

I can testify to this with the authority of one who knows, for during the time we were there one of those political contests was taking place, and we should not have been aware of it but for the fact that our letters were late one morning. Despatching the candidates' addresses had upset the organisation of the tiny cottage post office!

However, that is not to say that war's alarms have never sounded in the village. For instance, there was that little affray in May 1644, when the troops who were holding Little Dean for Cromwell came into contact with the Royalists from Newnham. The King's troops were defeated, and the leaders, Colonel Congrave and Captain Wigmore, with a few men, made their last stand at Dean Hall, dying sword in hand, as befitted gallant Cavaliers.

The Old Hall is still in existence, and by the courtesy of its present owner, we and I were allowed to visit it, and also a Roman camp which stands in a field behind.

We then turned our car's bonnet in the direction of Newnham, the town from which the Royalists had come to their undoing. Indeed, the ill-fated Colonel Congrave was its Governor.

The road we traversed, like many others in the district, had its first beginning at a Roman camp. In all likelihood, the earthwork we had

seen was erected for its defence, and for that joined it just above the entrance to Dean Hall.

Like all its fellows, it turns easy ways, climbing straight over hills rather than going round them. So steep are its gradients that most of the local traffic from Newnham to Little Dean

takes the longer but easier road which

branches from the one to Westbury. Our way lay downwards, but, in justice to our lusty Austin Twelve, one must say it would have made no bones about the upward track even if it had been half as steep again.

Being of that unhappy kind of nature which demands ocular proof whenever obtainable, I kept my eyes peeled for definite signs that the road we traversed was actually of Roman origin, and met with observation's reward. Just opposite a cottage, about half way to Newnham, there is a small patch of the original kerbstone half hidden by the foliage of the hedge.

Newnham-on-Severn is a town of very old lineage. It is built on the narrowest part of the famous horseshoe bend of the river. Taking the camp and road we have mentioned into consideration, it seems more than likely that the Romans ferried the timber and iron they obtained from the Forest of Dean across the river at this point.

However that may be, Newnham must have grown to a town of some consequence at the early part of the thirteenth century, for amongst the regalia of its mayor there was a sword presented by King John.

This sword, though still in existence, no longer forms part of the municipal

equipage, which seems a pity. At what date it passed into private hands I don't know, but it must have been after Elizabethan days, for the sword bears an inscription denoting that it was repaired by John Morse, who was "Maier" in 1594.

There is still a ferry at Newnham to Arlingham on the other bank, but the ferry-boat is not of the size which will accommodate a car. There is also a notice which warns intending bathers that dangerous currents exist at this point. This seemingly uninteresting information anent swimming has purpose at its base. It serves to introduce a certain amount of verisimilitude into a tale which Eve detailed to me as we bowled along towards Blakeney.

My fair companion had it from an "old, old woman" whom she met during a forest ramble, and the story concerns the passage of the river at the point to which I have referred.

Well, according to Eve's acquaintance, the incident took place when she (the "old, old woman") was a young girl, which would date it about 85 years ago. I regret to say that the *dramatis personæ* are Satan and the then reigning vicar of one of the Forest villages. The clergyman was an incorrigible toper, and to hide the failing from his parishioners was in the habit of crossing to Arlingham to indulge in his libations.

On one fateful night when he set forth for home from one of these expeditions the weather was so stormy, and the river running so strong, that the ferryman absolutely refused to attempt the passage. The parson, buoyed up, it is to be feared, by the false courage induced by spirituous liquor, nevertheless determined he would cross. Blind to all entreaties, he urged his horse into the stream, and the last words that floated back to the ferryman out of the darkness were: "The devil take my soul if I do not reach the other bank."



*Dean Hall, a fine building with a history. There is a Roman camp in a field belonging to the estate.*



In spite of the current, the horse made headway until it was about halfway across. Then the now somewhat sobered clergyman felt that its efforts were slackening. An additional weight had been added unaccountably to the horse's burden. As the rider turned round in his saddle to remove this impediment a blinding flash of lightning burst from the clouds, and there, hanging on to the horse's croup, was a figure with cloven hoofs and a hairy body surmounted by a grinning face framed by two horns. It was no less a personage than his Satanic Majesty, intent upon accepting the challenge the impious clergyman had issued when he entered the river!

Even as the sinner realised the identity of his fellow-rider two arms closed round his body. There was a short, sharp struggle, a human shriek . . . a burst of ghoulish laughter . . . a hissing of boiling water as the Fiend dragged his victim down and the horse was free to continue his swim unburdened.

From inquiries I have since made I can find no evidence that this story has attained even the sanctity of a well-known legend. So the responsibility for its accuracy rests with Eve and her informant—on their heads be it!

At any rate the telling of it occupied the best part of the run to Blakeney. A very pleasing run, I may say; bordered for a good part of the way by fine views of the broadening river. As we approached the village we caught a glimpse up the valley which runs into the depths of the forest.

Turning to the right just on the farther side of Blakeney, we took a road which runs above this valley and eventually through it. We came to a halt after covering two miles, at the private road which leads to Blackpool Bridge.

Unless the motorist's map is a purely local one, he will not find Blackpool Bridge marked on it, because, in spite of its rather imposing title, it is merely a one-span structure crossing a tiny stream. Its importance rests upon the fact that, owing to its position, one of the most interesting and oldest pieces of man's handiwork in Britain has been preserved.

Both above and below the bridge, bordering the road which leads to it, there are yards and yards of a Roman road. Not fragmentary remains such as I have referred to previously, but the actual road with its original

paving and coping intact just as the maker left it over fifteen hundred years ago. Its course can be traced for miles on the other side of the Blakeney road and on to Soudley, and so on through the woods until it joins the other highway just above Dean Hall.

And the reason why successive generations have left that portion near Blackpool Bridge untouched is that at this point the old road went *through* the stream, whilst the modern one has been built on a curve to lead up to the bridge.

I understand that this modern road, which, as already stated, is at present a private one, will be opened shortly for public traffic. It is sincerely to be hoped that adequate steps will be taken to preserve the Roman remains. Eve noticed that some of the barriers erected to prevent vehicles passing over the paving had been removed.

We set the engine going again, and continued on the same track until we came to Parkend; then took the road for Bream, and presently to the right for Lydney. Before reaching that turn, however, we made another little digression and halted to visit the Devil's Chapel.

In our passage through the Forest we had seen the wealth of timber which had attracted the Romans, and indeed other occupiers of Britain down to the

present day; at the Devil's Chapel we found some of the enormous hollows from which they extracted mineral wealth. These are known locally as "Scowles," and although these iron workings are scattered all over the district, those at this spot are the most extensive.

Eve insisted upon our clambering up to the top of the large rock, known as "The Devil's Pulpit," which stands in the middle of the workings. An exhausting, not to say slippery climb, but well worth the trouble by reason of the fine view of rocks and ledges of the fine view of rocks and ledges of beauty which it commands. Here we squatted for a few minutes to rest and to reconstruct the busy scene which these mines must have presented in the olden days, as compared with the peaceful loneliness we found now. It reminded Eve that silver coins of various Roman Emperors had been discovered on the spot—relics dropped by those bygone miners.

Then we returned to the car, switched on the engine, and made our way back to Lydney and lunch. After lunch we sought, and obtained, permission to visit the site of a Roman villa, temple and camp in Lord Bledisloe's lovely park.

Here, again, no less than 700 coins of Latin origin were found. Eve thinks the ancients must have been very careless with their money!

However, as these losses were probably spread over the entire time the Romans occupied the spot, she perhaps misjudges them.

Some fine tessellated pavement was discovered in the villa, but this was covered up again with several feet of earth to preserve it. This covering is very seldom removed. An inscription found amongst the ruins of the temple indicated that it was dedicated to the Celtic God of the Deff. Presumably a reference to the River Severn, which runs close by.

In the days when the temple was built, the course of the river must have set much closer to the hill on which the temple stood. But as time went on the waterway degenerated into marshland, and finally a very large tract was reclaimed. It is now splendid pasture land.

Overlooking the park are two very old and quaint houses mounted on pedestals. These are presumably, contemporary with the villa. A farm hand told us they were Adam and Eve!

My Eve, in a frivolous mood, said that her grandmother many times removed evidently disapproved of shingling!



Two ancient busts mounted on pedestals in Lydney Park. A farm hand said they were Adam and Eve.



# THE CHRYSLER SIX LEAPS AHEAD AGAIN!



The new Chrysler results surpass all previous achievements and phenomenal reductions in prices have been made.

Nearly two years ago the Chrysler Six electrified the motoring world with results never before achieved. Since then, Chrysler engineers have been going over their work with the kind of criticism that is satisfied with nothing short of perfection.

The outcome is a new Chrysler Six with new results that are literally startling, and, most amazing of all, new prices that show phenomenal reductions on the old!

Few owners of the Chrysler could have imagined improvement possible, but the thing has been done.

Power is increased about 10 per cent. The engine now develops no less than 75 h.p. The 70-miles-an-hour speed comes even more easily than before. The marvellous Chrysler acceleration is even more swift and positive.

The running, superlatively smooth on the old Chrysler, is, on the new, a miracle of sweetness. Yet in spite of higher power, Chrysler still gives

20 miles to the gallon, thanks to important engine changes and additions. The famous seven-bearing crankshaft is increased from  $1\frac{7}{8}$  to  $2\frac{1}{4}$  inches diameter and fitted with a new vibration dampener, and there is even less hint of vibration than before.

Gear changing has been made easier, thanks to a newly designed clutch and enlarged gear box. Cooling, steering, braking and seating accommodation are the subjects of other refinements.

It is a final tribute to the designing and production genius behind the Chrysler, that, with all these improvements, prices are heavily lowered for the new models.

## NEW PRICES

	New Price	Old Price	Reduction
Phaeton Touring Car	£468	£530	£62
De Luxe Touring Car	£518	£580	£62
Two Seater (with dickey)	£525	£565	£40
Coach (2 door, 5 seater)	£528	£588	£60
Standard Saloon (4 door)	£588	New model	
Royal Coupe (with dickey)	£598	£658	£60
Imperial Saloon	£648	£698	£50
Landulette (English Body)	£688	£725	£37
Chassis	£418	£450	£32



Maxwell-Chrysler Motors Ltd., 29 Chrysler Works, Mortlake Road, Kew Gardens, Surrey  
23-75 H.P. British Empire Built

# CHRYSLER SIX

WILL YOU KINDLY MENTION The MOTOR OWNER WHEN REPLYING TO ADVERTISERS

October, 1925



# NEW DAIMLERS

## SUMMARY OF PRICES.

CHASSIS.			
16/55	20/70	25/85	35/120
£490	625	725	1100

## ENCLOSED LANDAULETTES.

Pillar Seats	£1175	1275	1650
Drop Seats	1150	1250	1625

## PERFORMANCE IMPROVED BEYOND BELIEF

SALOONS.			
16/55	20/70	25/85	35/120
*£890	1065	1165	1540
715	885	985	1360
OPEN CARS.			
*£790	950	1050	1425
650	825	925	1300

\*De luxe.

AS Special Agents, officially appointed by the Daimler Company, we are in a position to give particular attention to the interests of the Daimler user. In our Showrooms you will always find a representative selection of types, and we cordially invite you to inspect and to try them at your convenience.

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Caffyns Limited,  
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Museum Street, York.

J. Coxeter & Co. Ltd.,  
40 Park End Street, Oxford.

Thos. Ayliffe & Sons, Ltd.,  
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Stratton-Instone Ltd.,  
27 Pall Mall, S.W.1.

Grosvenor Garage (Bournemouth),  
Poole Hill, Bournemouth. Ltd.,

Mann, Egerton & Co. Ltd.,  
13 Prince of Wales Rd., Norwich.

John Chilton & Co.,  
Colmore Row, Birmingham.

W. Mumford, Ltd.,  
Drake Circus, Plymouth.

J. W. Hall & Co.,  
81 Anlaby Road, Hull.

Philip Young & Co. Ltd.,  
17 Broadmead, Bristol.

Graham & Roberts,  
60 Botchergate, Carlisle.

Fletcher's Garages,  
Orange Street, Swansea.

John Pepper,  
61 Piccadilly, Hanley.

The West Coast Motor Co. Ltd.  
Mulberry Street, Liverpool.

W. Clegg,  
Ashley Road, Hale, Altrincham.

Huskinson and Ashwell, Ltd.,  
Derby Road, Nottingham.

E. H. Pickford & Co. Ltd.,  
Ecclesall Road, Sheffield.

Watkins & Doncaster, Ltd.,  
16 Albemarle Street, W.1.

Adams and Gibbon, Ltd.,  
St. Thomas St., Newcastle-on-Tyne.

County Cycle & Motor Co. Ltd.  
300 Broad Street, Birmingham.

Leamington Automobile Co. Ltd.,  
Parade, Leamington.

Imperial Garage,  
Warbreck Road, Blackpool.

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Town Hall Square, Stockport.

H. A. Hamshaw,  
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Friar Street, Reading.



# THE TREND OF COACHWORK DESIGN

By G. GRAHAM ASLING

*Who gives in the following lines an authoritative and interesting review of the vast changes and improvements made in modern automobile coachwork construction, with numerous comparisons and illustrations*

THE present-day tendency of coachwork designers is to produce a body which is not only pleasing to the eye, but which has the maximum amount of comfort for the occupants of all seats, including that of the driver. The keynote is simplicity, both in regard to the interior and the exterior of the body. In view of the climatic conditions prevailing in the British Isles of recent years we are passing into the vogue of the enclosed limousine on the large chassis and of the saloon on the smaller. Consequently there are fewer touring cars to be found on the English roads.

The landaulette type of body will always be sought after, although at the present day not more than 25 per cent. of them are ever opened for more than one month of the year. In many cases landaulette bodies are never opened as their owners wish to preserve their appearance. For these reasons that type of body is gradually being superseded by the limousine body in which the quarter windows are made to lower, thus giving sufficient air circulation to the rear of the body.

On the larger chassis, the enclosed limousine body with a partition window behind the driver meets most of the requirements of the family man with a chauffeur. The enclosed driving portion was the means of making use of the seat beside the driver, which was scarcely ever used in the open fronted cars.

The window in the partition being made to lower, a passenger occupying the seat beside the driver is enabled to hold a conversation with the occupants of the interior. Extra seats in enclosed bodies have been the subject of much experiment in the works of our prominent coachbuilders, and seats of various sizes have been evolved which lay away very neatly out of sight, at the same time preserving a reasonable amount of comfort for the occupier when in use. By the use of a curved partition at the back of

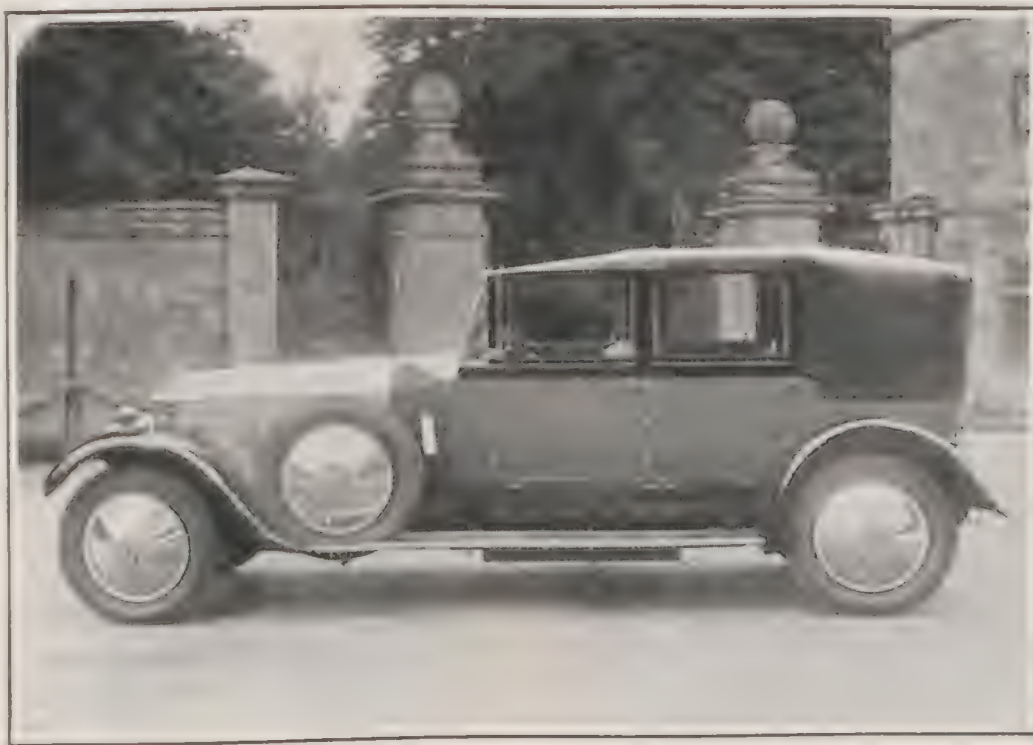
the driver's seat, additional comfort for the owner-driver is given by many of the English designers. This curve at each side of the partition considerably improves the appearance of the interior of closed cars, giving a luxurious front seat with ample shoulder support.

For car owners who desire a touring car for our few periods of fine weather, there is a choice of an open body with rigid side curtains which open with the doors, or a solidly built all-weather body with windows in the doors which are raised and lowered by means of mechanical regulators. These all-weather bodies can now be built almost as light as the old touring bodies were, owing to the latest methods of construction employed, and the almost exclusive use of aluminium in place of steel. One of the greatest drawbacks to the all-weather body of recent years has been their tendency to rattle. This, however, has in the case of several of our manufacturers been eliminated, and these bodies are now as reliable as those which are permanently fixed. An interesting development of this type of body is now being manufactured by Messrs. Windovers, Ltd., and is illustrated below. In addition to the hood being capable of opening from the top of the windscreen, forming a completely open touring car, that portion of the hood over the driver's compartment

can be opened separately, leaving the interior closed in, and a pleasing line is thus given to the exterior of the car—depicting a Coupé-Cabriolet. The main body pillars of the car are hinged down by means of a patent triple joint hinge and fall downwards to clamp on to the partition behind the driver. By this method the window in the partition can be raised whilst the hood is down, thus forming a rear screen for the occupants of the back seat. This triple-purpose type of body is becoming increasingly popular in this country, as it is rapidly attaining perfection both as regards interior and exterior finish.

The flowing lines for which the British designers were famous are swiftly giving way to the more severe lines adopted by the foreign body builders, but there is still, and there always will be, a demand for the graceful body lines which were adopted by our leading coachbuilders immediately after the War. The Continental coachbuilders are prone to sacrifice comfort for appearance, but British designers endeavour to find a happy medium, and build a graceful body round reasonably comfortable seating proportions, with astonishingly good results.

To a certain extent, the appearance of a body is made or marred by the colour scheme chosen for the exterior. The majority of the more expensive cars are now being painted in subdued colours, and in many cases an all-black scheme is used which tends to give the car a refined appearance. Interiors are also undergoing the changes necessitated by their subdued exteriors. No lace or elaborate inlaid woodwork is now considered good taste, and, fancy cloths are giving way to plain cloths in art shades—the prevailing shade at the moment being beige. Rapid strides have been made in the preparation of soft leathers which are being used for the upholstery of closed cars, and almost any shade of leather can now be obtained for use



*The all-weather body of to-day is as reliable as the permanently fixed. Here is an excellent example, mounted on a 40/50 h.p. Rolls-Royce chassis.*



## SOME EXCELLENT EXAMPLES—



1



1.—A high-class and beautifully finished touring body, mounted on a 21 h.p. 6-cylinder Lanchester chassis.

2.—An exquisite enclosed limousine body, mounted on a Daimler chassis by A. C. Penman, Ltd.

3.—The extent to which some owners will go to obtain individuality. Finished in polished walnut with inlaid colour designs, this beautiful saloon was made by Mann and Egerton.

4.—Interior view of the 30-90 h.p. Sunbeam with enclosed limousine body. The driving seat is adjustable, the seat and glass division all sliding back several inches.

5.—This stately enclosed limousine is the product of Morgan and Co., Ltd., of Leighton Buzzard. Body panels are painted a rich brown; roof, top quarters, and wing and chassis in black.

6.—Here we show a delightful two-seater—the Hampton car. The body with a spacious dickey seat and an efficient all-weather hood, is smart and well finished.



3



5



# — OF HIGH-CLASS COACHWORK



8



7.—By way of variety, here is a comfortable shooting saloon to carry sixteen passengers. The product of L. and T. L. Taylor, of Wolverhampton. Mounted on a Guy chassis, it is fitted throughout with all the best and latest coachwork equipment.

8.—This beautiful enclosed Landaulette is an excellent example of modern coachbuilders' art. It is mounted upon a 20-60 h.p. Sunbeam chassis.

9 and 10.—Two luxurious interiors of the Daimler Saloon. Note the folding and reversible occasional seats, the exquisite upholstery, and the pleasing appointments.

11.—Another first class touring body is that here shown, mounted upon a Clyno chassis. The lines are attractive and the finish superb.

12.—This imposing body leaves little doubt about it being of the sports or speed type, and few will fail to recognise the model—the three litre super-sports four-seater Sunbeam.



10



12



in place of cloth, thus, if carefully sprung, cushions can be made as soft and luxurious in leather as in cloth.

Again in the methods of upholstering there are great improvements. Owing, in some cases, to the use of balloon tyres on the chassis, the body builders are enabled to fit softer springs in their cushions, thereby giving an increased degree of comfort.

An important feature in the design of a coach-built body is the windscreen, which varies from time to time according to the fashion of the moment. A few years ago, before the "enclosed drive" era, there was practically only one type of windscreen which could be fitted, and that was the straight screen with the top half opening outward. To-day we now have the popular "Vee" screen, the sloping screen, and the sloping screen with triangular side panels. This latter screen enjoyed about two years' popularity, but it is now rapidly becoming extinct. In the use of a Vee screen there is a certain amount of risk of reflection of street lamps at awkward angles when driving at night, and, for that reason alone a large number of car owners refuse to consider them. However, there are still as many in use as the straight screens, which will always be in demand, if only for their practicability.

Open touring bodies have more or less reached perfection as far as appearance is concerned, providing the chassis is wide enough at the dash. It is safe to say that the average coachbuilder will satisfy the most ardent critic of streamline. Sliding front seats are now very popular in open bodies, as the driver can then adjust his driving cushion to the most comfortable leg length and the best position for short or long journeys.

Rear screens are also being fitted to open bodies for the use of the occupants of the main seats—the most popular type being that which folds into two sections, one at each side of the body, when not in use.

A clear line is preserved by most designers by constructing concealed tool-boxes, accumulators, etc., leaving the running boards free. This practice, together with the stowing of such accessories as electric and bulb horns under the bonnet, greatly enhances the appearance of the car, as do several other chassis modifications which take

place from time to time. The radiator and dash lines of most of the larger chassis are being raised a fraction year by year, and this has had the effect of straightening the scuttle dash line of all types of bodies.

For the two-seater body perhaps the most used type is the three-quarter coupé with the folding head. This body is enjoying a popularity hitherto unobtainable by any class of two-seater body. All designers are preserving an essentially orthodox streamline tapering off to the rear, embodying a double dickey seat, while the bonnet hinge line is being carried through to the rear in many cases by means of a bead to preserve this streamline.

On inspection at the Olympia Show, readers will be interested to know that there are no startling changes noticeable in the Coachwork Section; the tendency being to concentrate on detail finish.

## TYPES OF SUSPENSION.

(Continued from page 28.)

The well known Ford system of transverse springing is shown in Fig. 8. From the point of view of material this is unquestionably the most economical that can be advanced, as two springs are made to do the work of four. Their suspensory efficiency largely depends upon the length of the springs, and it will be seen that in this case, this is definitely circumscribed by the wheel track. Further, both ends of such a spring must be shackled, which implies that to prevent undesirable sideways movement relative to the frame, a triangulated system of radius rods must be adopted. On the other hand, in this case, the spring base is

equal to the wheel base and both axles, furthermore, have an up and down motion which is as nearly truly vertical as can be required. With any transverse spring of this kind, of which it will be seen the Overland type is a modified form with certain advantages of its own, there must inherently be a certain amount of tendency to rolling.

An agency that has had and must continue to have an influence upon the designing of front springs is the fitting of four wheel brakes. Since deceleration can always be made more rapid than acceleration, it follows that the torque reaction when the brakes are applied must be very high. Front wheel brakes should not therefore be fitted in conjunction with grasshopper springs unless some additional member is disposed so as to accept the torque stress. It will be realised that in the case of the back axle equipped with the grasshopper form of spring, there is invariably already in existence a torque principle designed to accept the load which application of the brakes imposes upon it.

Those who visit the forthcoming Olympia Show will have little difficulty in perceiving that the above brief description of a few representative suspension systems by no means exhausts the subject, and in all probability they will find at least half a dozen other methods. One hopes that before long it will be possible to see at the Motor Show, not only one example, but numerous examples of the system of separately springing each wheel. In 99 per cent. of cars to-day, the road irregularity which affects one end of the axle, affects also that at the other every point of view, and when independent suspension arrives we shall have not only increased comfort and lower stresses on the mechanism, but we shall also have greatly enhanced comfort.

It is possible that in course of time, moreover, will be made of the coil spring for suspensory purposes. On first principles, a spring of this type is capable of dealing with a given stress with only half the weight of metal that the leaf spring requires for the same stress. Coil springs in conjunction with an oil dash pot for introducing frictional damping are already used in the front axle of the Land Rover with admirable results.



A luxurious product of Windovers, Ltd. — an enclosed limousine body mounted on a 40/50 h.p. Rolls-Royce chassis.



"The Car for the Connoisseur"



## Your Car for 1926

Always renowned for its speed and beauty, the ALVIS Car for 1926 marks a distinct step forward in the development of still greater luxury in perfect motoring at an economical figure.

# ALVIS sets the Pace to all comers

### More Power

A bigger engine, of one type only. 12-50 h.p. Overhead Valve, develops exceptional power, yielded with the utmost economy. 30 miles per gallon of petrol. 6 to 60 m.p.h. on top gear. Tax only £12. Flexibility and sweetness at all speeds equal to any six or eight-cylinder car at greater initial cost and upkeep.

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Four Wheel brakes designed and developed as an integral part of the chassis give instant action without vibration. Of great strength, they may be relied upon to give lasting service.

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The re-designed chassis has a beauty and simplicity of layout that will delight the eye of every engineer and experienced motorist. The beauty of design expressed in the outward appearance of body-work is a masterpiece in the art and craftsmanship of coach-building.

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Coachwork with grace, comfort, and quality. Wide doors, plenty of leg room, adjustable seats, upholstery with a depth of comfort—all so designed that one may step out of an ALVIS rested and refreshed.

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These improvements for 1926 are offered in a full range of models at considerably **REDUCED PRICES**. May we send you full particulars? **THE ALVIS CAR & ENGINEERING CO., LTD., COVENTRY.** London Distributors: Henlys Ltd., 91 & 155 Gt. Portland Street, W.1.

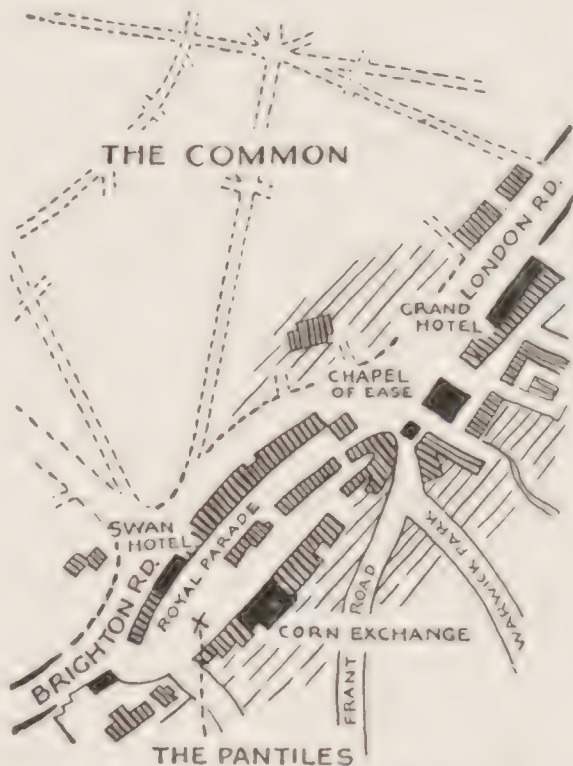
*Power with Beauty*



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**SEE THE ALVIS EXHIBIT, STAND 101, OLYMPIA.**





### TUNBRIDGE WELLS

from

London	35 miles
Birmingham	144 "
Manchester	216 "
Newcastle	309 "
Bristol	149 "
Southampton	90 "



## THE PANTILES TUNBRIDGE WELLS

The Pantiles at Tunbridge Wells constitute the original street of this once famous resort. In 1605 a certain Lord North derived great benefit from drinking the waters discovered on the common adjoining Tunbridge.

Shortly afterwards Queen Henrietta Maria gave her patronage to the well, which, as a result, enjoyed considerable fame, and the street of quaint houses known as the Pantiles grew up around it.

Whether you journey to Tunbridge Wells from London, 35 miles away, or from further afield, fill up with "BP," the British Petrol. For the excellence of "BP" ensures maximum power on hills, top gear running, and consequently minimum consumption.

"BP" is a pure straight run spirit of unexcelled purity. There is no better motor spirit than "BP"—and it is British.

# "BP"

*The British Petrol*

**British Petroleum Co. Ltd. Britannic House, Moorgate, E.C.2**

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**ANGLO-PERSIAN OIL CO. LTD.**



# SOME PRACTICAL HINTS

*Keep your upkeep down! There are many minor repairs, adjustments, etc., which the owner-driver can do himself, thereby saving time and money. We give below a further batch of helpful hints*

LET us open with a few hints on cleaning the car—for the benefit of those owner-drivers who, from motives of economy or a superfluity of energy, do not care to delegate the job to others.

The first essential is to have the proper appliances. The man who aims to make the attempt with a bucket or so of water and a few rags is brother to the one who carefully locks his garage door and forgets to take away the key.

A continuous flow of fluid from a hose-pipe is essential. The nozzle of the hose must be small and the water jet of low pressure. If it be too forceful, any grit which is present will be driven into the varnish and scratching will result when the grit is finally removed.

First of all go around the car, thoroughly wetting the mud, and do not forget that each wheel has two sides. Now return to the starting-point, and give one section of mud a thorough drenching until it is quite soft. Using a large sponge, and keeping the water flowing on the mud just in front of the sponge, remove the dirt. Move the sponge vertically downward, not forgetting to clean it occasionally with the water from the hose pipe. Two sponges should be used—one exclusively for the coachwork, the other for the wheels, axles, etc.

It is advisable to use one of the various types of washing brushes which are so constructed as to permit of a



*Use a good sized sponge and a generous flow of water—both are cheap!*



*When washing the car remember the mudguards. A piece of tin shaped as above will be found an efficient scraper. Remember also that there are two sides to the wheel.*

constant flow of water passing through them whilst in actual operation.

Having treated each section of the car in the manner described, proceed to dry off and polish. Wring out the two sponges, and use them, each on their respective parts, to sop up the first moisture. For the polishing three chamois leathers are required—one for the varnished parts, one for the wheels, etc., and the third, a dry one, to finish off.

Every now and then, say once a month, the varnished parts of a car should be smeared over with one of the many special preparations sold for the purpose. Apply it with a soft piece of flannel and use a Selvyt cloth for polishing it off.

During the cleansing operations remember the upholstery. Rub it over with a damp sponge, getting well inside the crevices, and occasionally revive the leather with a good renovating fluid.

## On Driving in a Fog.

As the season when we may expect "London Particulars" is approaching, a few suggestions may be useful as to precautions which can be taken when driving in one.

An unobstructed line of sight is essential, so the windscreen should be kept partially open. In such weather conditions no amount of wiping will keep the glass clear for more than a few seconds, so cleansing operations are



You will find improved vision can be obtained when driving in fog by fitting a golden-yellow cover over each headlamp. These covers can be made in a very short time, and at little or no expense. In the centre we depict another useful hint for foggy weather—an auxiliary light, mounted on the near side running board, which should be focussed on to the kerbside. This will allow your passenger to assist you in maintaining a straight and clear course. On the right is a second example of auxiliary lamp for fog-driving as adopted by a Rover owner.



not only useless but dangerous, seeing that the principal aim should be to exclude all unnecessary worry.

The side and rear lamps should be kept going, and as a safeguard from following-on traffic a strong red lamp is advisable. It is an ascertained fact that a red light has greater visibility in a fog than a white one.

To have thin covers made of yellowish golden-coloured silk to fit over the headlamps is an excellent idea. The silk should be gathered into an elastic band that will slip off and on easily, and should fit closely.

A good idea is to carry an auxiliary light on the running board fitted with a similar cover to the headlamps. This light should be so arranged that its beam can be concentrated on the kerb



*There is only one safe method for driving through floods. Engage a lower gear and proceed slowly. The main idea is to prevent water from being thrown up, the disadvantages of which are explained elsewhere on this page.*

a few yards in front of the car; the actual distance is, of course, dependent upon the density of the fog.

If you are carrying a passenger, utilise his services to watch the near side kerb and to convey information as to the car's position relative to it, for, needless to say, it will be wise to "hug the pavement" as far as possible, and the man at the wheel needs his eyes for what is ahead.

Above all, make up your mind to go at a snail's pace. The driver who hurries in a fog will probably arrive at his destination minus his car.

### On Driving Over Flooded Roads.

We are not cursed with floods in Britain to the same extent as some other countries, but still we do get them, as witness last year's experiences.

In any case, it not infrequently happens that a car has to be driven through patches of water. In that event here is a point which should be remembered. A driver should know the height



*To obviate all risk of saturating the magneto—and reliable ignition is the most important factor in trouble-free running—give same an exterior coating of grease, or better still, encase it in a waterproof bag, as depicted.*

from the ground of the vulnerable parts of his car, otherwise he is not in a position to decide if the water risk he wants to take is justifiable.

The magneto, carburettor, and self-starter he will, of course, remember as parts which would suffer severely from contact with water, but he may not think of the exhaust pipe outlet. This is very often not more than eight inches from the ground level; and its temporary submersion would most likely stop the engine.

However, having satisfied himself on this point, there are one or two precautions he may take before proceeding through a water splash. For instance, he should smother the magneto with grease, or, better still, keep it covered with a waterproof bag. The car should be put in low gear, and the going should be dead slow to prevent water being thrown up, thus obviating any chance of shorting the ignition.

### On Carrying Luggage.

It is really surprising that many car-owners do not give more attention



*A handy place for carrying umbrellas and sticks may be found in the folds of the hood or beneath the hood cover, as shown.*

to the scientific disposal of luggage carried on a car. Its correct adjustment makes an enormous difference to the well-being of the car and the comfort of those who are travelling in it.

In this respect a leaf should be taken from the book of Mrs. Motor Owner, who is a past-mistress at seeing that every corner of the interior of the trunks is utilised to the best advantage. Under her able supervision not the fragment of an inch is wasted. Mere man should emulate—we hesitate to say excel—her excellence when the trunks come to his hands.

Nowadays a luggage grid will be found on nearly every car, but its presence does not argue that you are at liberty to overload the vehicle. There are limits to its carrying powers, as



*Don't allow your golf clubs and bags to be kicked or used as a footrest for passengers. It is often the case. They can be carried safely and without utilising valuable space in the manner as shown above.*

you will soon find if you tax it unduly.

You must keep a watchful eye on the tyres, and make sure that the clearance between the tyres and the mudguards is not so reduced that on a bad road the car settles down on the mudguards.

Place the bulkiest and heaviest trunk on the grid first, and then stow the lighter articles on its top. It is better to carry a portion of the luggage in the car if there is room without inconveniencing the passengers. A heavy load at the back tends to make the car less stable, and is likely to increase skidding dangers on wet or greasy roads.

The most convenient place for carrying the bundle of sticks and umbrellas is in the folds of the hood.

You need not be at a loss for the resting-place for the golf-bag. Just drop it into the space between the spare wheel and the body. It will ride quite comfortable without any fastenings, but if you are fearful as to its safety, secure it with the strap.





The Hudson Super-Six Sedan, £595

# HUDSON SUPER-SIX

After 10 successful years, the patented exclusive Super-Six principle to-day is responsible for Hudson-Essex being the largest selling 6-cylinder cars in the world. New "ultimate cars," new "ideal types," new "perfect designs" succeed each other at breathless rate, yet, year after year, the Hudson Super-Six, with its unchanged patented principle, has steadily advanced its position in ever wider success. And always against brilliant competition.

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That important fact is more evident each year. We say it is the greatest engine ever built. It adds vast power without added weight, size or cost. It almost doubles endurance. No other car, however costly in design or construction, excels Super-Six smoothness, reliability and performance. And this performance mastery gives innumerable advantages. You have dazzling

speed and pick-up for any call. Power that levels hills and smoothness that makes the long journey without fatigue. And you have superb riding ease, good looks and reliability that you may value more highly than spectacular qualities of speed and power. And because of volume-production Hudson is able to give the greatest price advantage, with the finest quality in Hudson history.

TOURER—7 Seater . . . £445	BROUGHAM—4.5 Seater £525
COACH—4.5 Seater . . . £445	SEDAN—7 Seater . . . £595

*No changes in chassis or general body design have been made for 1926 series. Hudson Models now on sale are identical with those to be exhibited at Olympia on Stand 56*

WRITE FOR HUDSON FOLDERS, SET "O"

HUDSON ESSEX  
Acton Vale



MOTORS LIMITED  
London, W.3

101

WILL YOU KINDLY MENTION <sup>The</sup> MOTOR OWNER WHEN REPLYING TO ADVERTISERS

October, 1925





## “MAN AND BEAST”

*In the old days it was the first care of the road traveller to see that his horse was properly looked after, and no gentleman entered the coffee room until he was satisfied that his mount would be as well treated as he expected to be himself. Wise motorists have found that they can easily uphold this fine old tradition by fitting their engines with K.L.G.'s. Once these are installed they know that their cars have nothing to complain about so far as plugs are concerned. They realise what a wonderful servant a car can be and they have found by experience that installing K.L.G.'s is the most effective way of treating that servant properly.*

Sole Manufacturers:

**THE ROBINHOOD ENGINEERING WORKS LIMITED,**  
PUTNEY VALE, LONDON, S.W.15.

Telephones—PUTNEY 2132/3

Sole Export Agents: Messrs. S. Smith & Sons (M.A.) Ltd., Cricklewood Works, N.W.2





# THE NEW HILLMAN "FOURTEEN"

*For its size it is quite one of the most remarkable performers we have ever handled, and we think it is a great credit to British automobile achievement in its class*

**F**OLLOWING upon the restricted introduction of the new Hillman car to our readers in the September issue, we are now offering that which we were called upon by reasons of policy to withhold in confidence. In other words, we are about to tell you of the many interesting details of this new Hillman model which, heretofore, has been so closely wrapt in mystery.

Well, it's a "Fourteen," and although it is in no way unorthodox in design, it represents a combination of all that is proved best in modern automobile practice—in principles, construction, finish, and performance.

But, you say, "tell us more, let's get to business!" Very well, then, let's.

The engine has four cylinders, monobloc, with a bore and stroke of 72 mm. by 120 mm. respectively, and a detachable cylinder head.

Engine lubrication is provided to all main bearings by means of gear pump, with an adjustable relief valve. The oil is fed direct from the pump through a hollow crankshaft, and oil ways drilled in the crankcase, thus eliminating all loose pipes inside the engine: the valves and tappets being packed, and positively lubricated. Ignition is by high tension magnetos, cooling by thermo-syphon, assisted by a fan behind the radiator.

There is a four-speed gearbox, with right hand change; while an interlocking mechanism is provided which makes it impossible to engage more than one gear at the same time. The back axle gear carries the positive bottom drive. In the bottom of the gear-

box is carried the cross

shaft, operating both the front and rear wheel brakes. This is lubricated direct from the gear box. The clutch of the single plate type is exceptionally light, ensuring an easy change.

Special precautions have been taken in the design of the back axle (semi-floating, with spiral bevel drive) to avoid the possibility of leakage of oil into the brakes—a common fault with quite a number of cars.

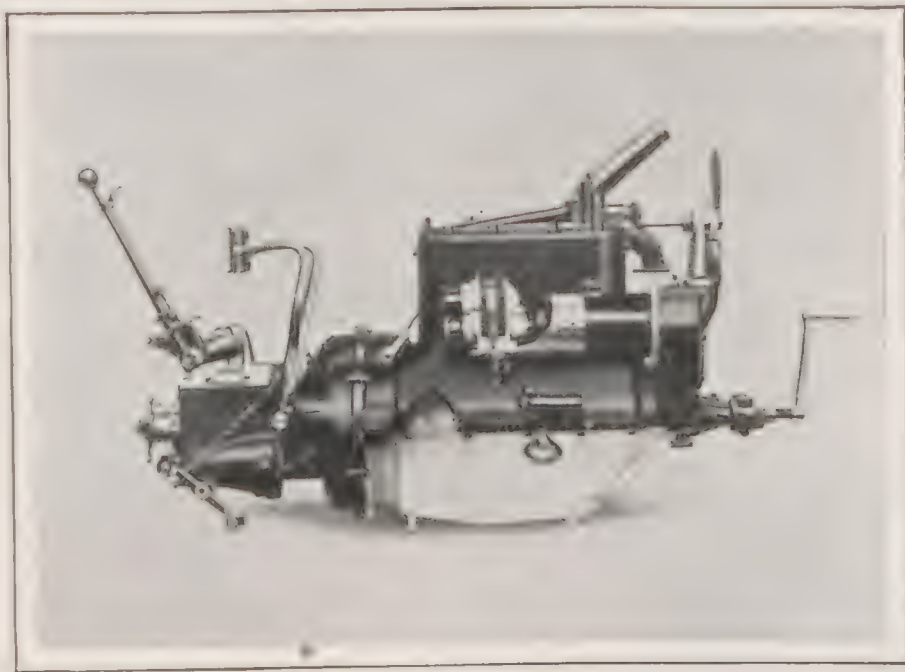
Talking of the brakes, these are fitted to all four wheels, and are operated by the brake pedal. Easy and accessible means of adjustment are provided and brakes are compensated. The hand brake lever operates on a separate set of shoes on the rear wheels, and can be adjusted from the driver's seat—whilst actually driving, if you like!

The steering, of the worm and wheel type, is delightfully light, and it is an easy matter to take up wear. Semi-elliptic springs are provided at both front and rear, the rear set being under-slung.

This entirely new Hillman "Fourteen," which, incidentally, has been subject to experiment and trial for the past three years, thoroughly satisfies the makers in every detail.

For repeating the main facts of this car's amazing performance, we make no excuse. It is not so much that it has any abnormal speed; it has not, though the 60 m.p.h. mark is readily reached. In acceleration it jumps from the 20 m.p.h. mark to the fast open touring speeds of 40 or 45 m.p.h., which it will maintain with remarkable ease.

The approach of a hill seems to invigorate the engine like a whiff of ozone reanimates the Midlander.



Offside view of the new 14 h.p. Hillman engine. Engine clutch and gear box form a single unit.

## BRIEF MECHANICAL SPECIFICATION.

Number of Cylinders—4, monobloc.  
Bore—72 mm. Stroke—120 mm.  
Type of Valves—Side by Side.  
Type of Clutch—Dry Plate.  
Lighting and Starting—Lucas.  
Gears—4 Forward and a Reverse.  
Maximum M.P.H.—60.  
Cooling—Thermo-syphon. Engine lubrication, forced feed by gear pump. Chassis lubrication, grease gun throughout.  
Four Wheel Brakes. Tax £13 per annum.



The new 14 h.p. Hillman, with Saloon body. This new model is the very last addition to the medium powered car market.



## AT BIBURY, IN GLOUCESTERSHIRE,—

*As "Arlington Row," it was*BIBURY.  
THE  
PRETTIEST  
FLOWER  
OF  
THE  
COTSWOLD  
VILLAGES

**D**ELIGHTFULLY peaceful and smiling, the Cotswold village, but surely Bibury is the flower of them all. Nestling in a quiet valley with the Coln running parallel with the High Street, it seems to offer every facility for enjoyment to the weary town dweller in quest of a refreshing holiday. The village is quite easy of access, for it lies three-and-a-half miles S.E. of Foss Cross, which is on the old Foss Way between Cirencester and Bourton-on-the-Water.

Very fine trout lurk in the pools of the river and make lightning rushes for anything thrown into the water, while on the gravelly bed strange-looking creatures continually crawl. These are cray-fish, the fresh water brethren of the lobster, and with the local villagers they are considered a very toothsome delicacy.

The Swan Inn is the venue for fishermen, near and far, for the Coln is famous for its fishing, and many splendid finny monsters are glass-encased within this box. A spring rises in the garden and flows through the grounds, and two million gallons a day is reckoned the minimum.



With these delightful pictures as an aid, little imagination is necessary to visualise the supreme beauty of this old-world Cotswold village. Nos. 1, 4, 5, 10 and 11 are picturesque views of the Coln river; No. 2, the peaceful green; No. 3 depicts the rustic entrance to Bibury's old mill; and No. 6 one of the ancient "pincher" stiles, peculiar to



# —“A HAUNT OF ANCIENT PEACE”

*exhibited, in 1898, in the Royal Academy*

BIBURY,  
THE  
HAPPIEST  
HAUNT  
FOR  
ANGLER OR  
PHOTO-  
GRAPHER



amount discharged by this Cotswold spring. By the side of the stream, at right angles, is a row of the most charming little gabled cottages to be seen anywhere—in or out of a picture book!

Upon entering the village, the square attracts one's immediate attention, for it is quite unlike the usual village green in that it is skirted by a low moss-grown wall. Round this green are scattered beautiful little grey stone cottages, each entirely different from its neighbour.

Quite close is the entrance to Bibury Court, one of those charming old homes often seen in the West Country. It is an architectural gem, and portions of it date from Tudor times.

The church is well worth a visit. Parts of it are of Saxon origin, while there is a fine Norman doorway. By the side of the gate is one of the old "pincher" stiles, peculiar to the West Country, an effective method of preventing cattle from straying.

Bibury Mill is a very solid looking building with quite an ornamental entrance approached by a flight of stone steps. When in the neighbourhood, "Don't miss Bibury." K. M. B.



*the West Country. Viewed from any angle, the village offers nought but a pleasing scene. In Nos. 7 and 8 the charming row of gabled cottages mentioned above are happily depicted; No. 9 illustrates a typical cottage front; and lastly, in No. 12, we leave for home full of remembrance and affection for Bibury—"a haunt of ancient peace."*

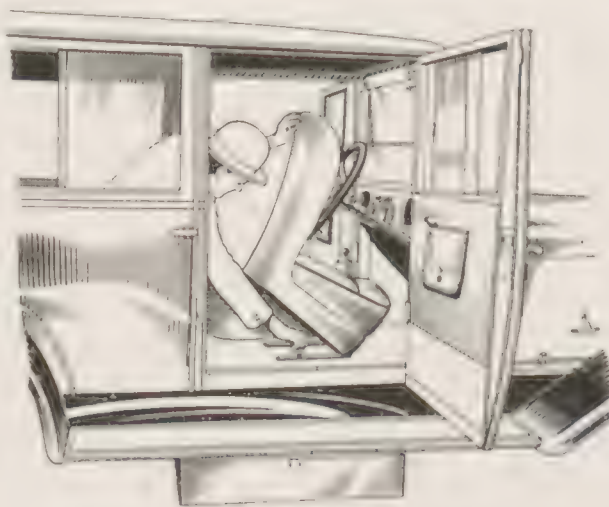


# A LUXURY CARRIAGE OF MODERATE PRICE

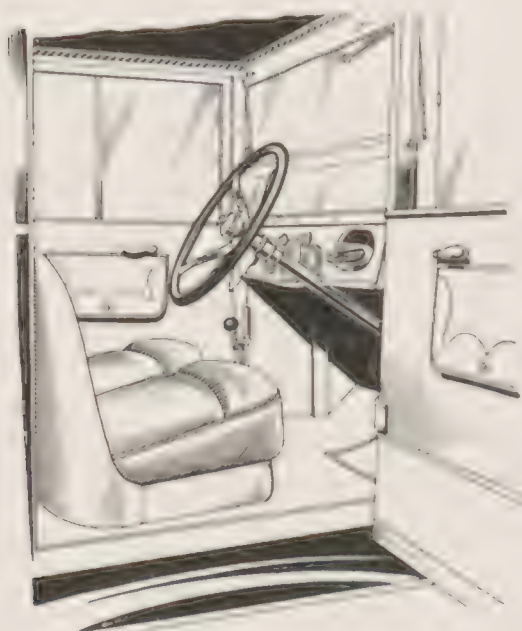
*The Riley "Twelve" Saloon, with its lively engine, sturdy chassis, and a luxuriously comfortable body, is a car of remarkable excellence*

TO know the Riley "Twelve" is to know what can be done with a moderately dimensioned engine without resorting to any of the special practices adopted in racing. There are many engines of similar size and similar specification, so far as a verbal description is concerned, but the Riley possesses an individuality and a capacity for steady, untiring work and a high degree of refinement in running and handling which it would be very difficult to excel.

The running of the Riley, as exhibited in a recent test, bears little relation to that which, comparatively excellent though it may be, one usually associates



*Front seats are independent of each other, and are adjustable to suit individual comfort. There is a useful pocket to each door, and windows, of the sliding type, permit the maximum of ventilation.*



*Depicting the excellently upholstered seats: the ample leg room; the generous width of the doors (there are four) allowing easy access to all seats; and the neat instrument board.*

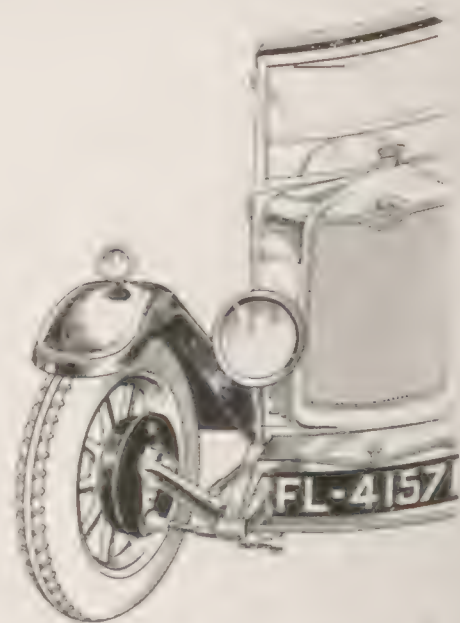
with a light car of its calibre. There is a steadiness and solidity, although at no expense of liveliness, together with an excellent lightness of control in every respect that make long distance touring possible at an average speed and with a degree of comfort usually obtainable with a much larger car. The Riley engine also has an excellent knack of holding its speed without undue humouring. Expert use of the gearbox is repaid, of course, by improved performance, and as the gears are easy to manipulate, the only skill needed is in the adequate judgment of the critical moment when an alteration of ratio is desirable. The lightness of control already referred

to relates particularly to the clutch, while the steering, being arranged on a Riley adaptation of the patent Marles system, is veritably "finger light." Although the Riley specification is more or less conventional, it has several points of special interest to the owner-driver whose lack of time or inclination precludes anything more than superficial attention being given to the car. Grease gun chassis lubrication almost goes without saying, but this trouble-saving system is supplemented by the use of self-lubricating brushes at all points where they can be suitably employed.

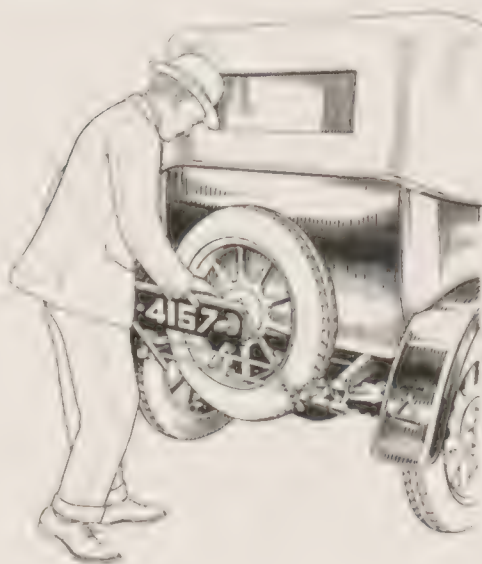
Specially large and accessible filling

orifices are fitted to the petrol tank and oil pump, while the oil filter is not only large but easily removable for cleaning. The petrol tank, although fitted under the bonnet in such a fashion that filling may be carried out without danger of damaging the paint work by splashing or overflow, is devoid of the slightest tendency to set up "drumming" when partially empty.

Adjustment of the brakes is accessibly placed, and it is to be noted that the lighting dynamo can be removed in less than three minutes, while the starting motor is detachable by undoing a single bolt. Such points as



*Front wheel brakes of powerful design are fitted, but these are pronouncedly gentle in operation. The full front view of the new Riley coach is full of beauty and dignity.*



*A wide rear window is always a welcome feature. Note the method of carrying the spare wheel, and the strong luggage grid.*

these may be of comparatively small importance individually, but in the aggregate, and in conjunction with numerous similar items to which no reference has been made, they make all the difference between a car which can be—and will be—properly maintained with very little trouble and one which will be badly neglected. Only one type of chassis is made, but a complete range of body work, from the "Foleshill" touring car at £350 to the coupé de ville at £750, can be applied to it according to requirements. Among the new body models worthy of special mention is the four-door coach, a real luxury carriage at a moderate price.





Whether Milton did, or did not, commence "Paradise Lost" in his cottage at Chalfont St. Giles, we cannot say, although there are those who emphatically contradict the former supposition. But we venture to think that had the 12 h.p. Riley Coach existed in Milton's days, this comfortable car would have largely contributed to his delightful sequel "Paradise Regained."



# ON THE TRACK OF TROUBLE

THE engine peters out, and you are at a loss to account for its misdeemeanour.

Before proceeding to more detailed investigations concerning the failure, just make sure that the trouble does not proceed from some perfectly simple cause. For instance, examine the tank; it is possible that there is a leakage, and, although you were under the impression that you had sufficient petrol for many more miles, the precious spirit has been shed upon the road.

Or, again, there is just a chance that your passenger may have inadvertently turned the tap off with her foot. We



*Has your engine ever suddenly stopped for no apparent reason? Quite recently we experienced this on a very reliable car and we were quite perplexed until we found that our passenger had innocently shut off the supply of petrol with her foot!*

have suffered quite recently from both of these disconcerting experiences.

However, failing such obvious explanations, you will turn to direct engine troubles. These may be attributable to faults in the magneto, carburettor or plugs. We dealt with the magneto in the August issue of THE MOTOR OWNER. It is now the turn of the carburettor. See that it is properly adjusted. After a time the butterfly valve becomes loose; the result is that too much air is admitted to the induction pipe. Then, of course, you get the mixture too thin. It is quite simple to reset the adjustment which is provided. Let a warm engine "tick round" and then unscrew the adjusting set screw until the engine is running as slowly as possible. Now give the adjusting screw half a turn to the right, hold that position carefully while you tighten up the lock nut.

When the engine does start, it is a mistake to open the throttle too wide at first. Coax the throttle up with little

## OUR INFORMATION BUREAU.

A WELL-ORGANISED Information Bureau is always available to "Motor Owner" readers. The service it gives is entirely free. It does not matter as to what species of automobile information you seek, your enquiry will always receive prompt and expert attention. This service covers not only the car and its appurtenances, its equipment and possible defect or improvement, but also touring information, routes, hotels, etc., both at home and abroad. In fact, anything and everything directly or indirectly connected with motoring. Enquiries should be addressed to the Information Bureau, "The Motor Owner," 10 Henrietta Street, Covent Garden, London, W.C.2.

dabs on the pedal, letting it back to the slow-running position between the dabs.

Even when a start is actually obtained, the engine will often show signs of jibbing. In which case waggle the float needle, accompanying the action with concurrent waggles of the throttle. It will be found that this combined movement will induce activity.

## Brake Failure.

That most unpleasant moment arrives when you realise that your brakes are losing power. What mode of procedure should you adopt?

In the first place examine the brake drum and shoes for uneven wear. The trouble is frequently caused by small stones and grit. These get embedded in the brake band, especially when the car has been running over newly tarred roads.



*Brake linings should be periodically inspected, and any foreign matter removed. This can be accomplished with the aid of a scraper and a brush dipped in paraffin or petrol.*

Take off the wheel and remove the foreign matter from the bands scraping or by the use of a brush dipped in petrol. The lining is mounted by means of copper rivets, and it sometimes happens that it wears down, leaving the rivets protruding above the surface. The rivets must be levelled to prevent their tops scratching the drums.

Both wheels should be tested for simultaneous brake action. The rear of the car should be jacked up, the brake lever or pedal applied by a second person, and the brakes adjusted so that there is an even pressure on



*Simultaneous brake action on both wheels is essential to safe driving. Jack up the rear of the car, apply the hand brake and test wheels for even pressure. If four wheel brakes are fitted, treat front wheels in a similar manner.*

both wheels. This also applies to the front wheels if four-wheel brakes are fitted.

The action of all the brake connections should be carefully tested to make sure that everything is free. See also that none of the levers are at the fullest extent of their operation.

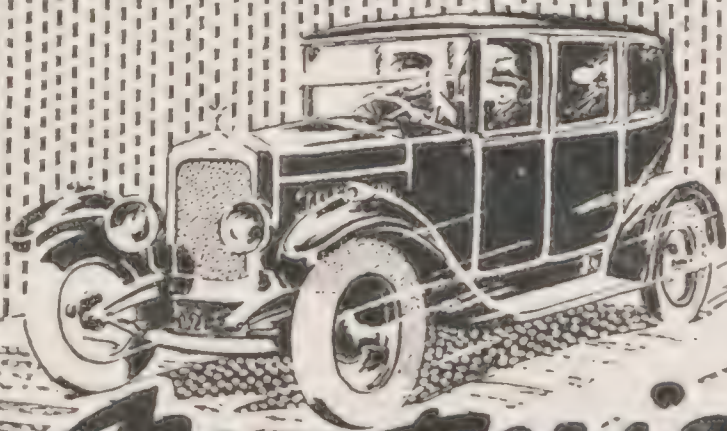
In the case of an expanding brake worked by a cam, ascertain that it is not as far over as it will go; if it should be, it will be necessary to have the brakes or drums relined.

Another cause of trouble is grease on the brake drums. If you find that the brake drags and at the same time appears to hold when applied gently, but fails when put on hard, you may suspect the foregoing cause. The grease gets between brake and shoe and heating takes place.

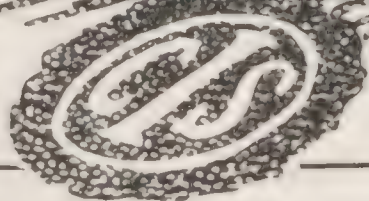
The grease should be kept off the drum. If that proves impossible, the drums and shoes should be washed out with paraffin applied through the medium of a small syringe.



# The Policy



## most Motorists run on!



Comparative Premiums charged by the C.I.S. and the Tariff Companies for the usual comprehensive Cover in respect of Private Cars.

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11·9 h.p.	£250	<b>£8 0 0</b> <small>(seating not more than 4 persons, including driver)</small>	£12 15 0
11·9 h.p.	£250	<b>£9 17 3</b> <small>(seating more than 4 persons)</small>	£12 15 0
13·9 h.p.	£400	<b>£11 5 0</b>	£15 17 6
20 h.p.	£400	<b>£13 7 6</b>	£17 7 6
30 h.p.	£500	<b>£16 11 3</b>	£20 8 9

N.B.—Irish risks are rated specially and are subject to certain restrictions.

**B**E SURE of your ground and guard against the unexpected by availing yourself of the protection offered by the C.I.S. Comprehensive Motor Policy.

The C.I.S. Premiums, although approximately 20% below the Tariff Offices, offer the insured the usual cover with ample security.

**J** You will find, on examining the C.I.S. Policy, that there is no better insurance investment, and it carries with it an excellent service which is always available.

**J** A bonus of 10% is allowed from renewal premiums if no claims are made during the previous year of insurance, while transfers from other offices are usually accepted without loss of bonus.

May we send you a specimen Policy and prospectus?

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October, 1925



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**MOTOR ACCESSORIES**  
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is offered in the new patent Speedometer drive  
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and works fast or slow according to the speed of  
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With ordinary care will last for years. Unlike  
other designs it is quite reliable and

### LIGHTS IN 3-4 SECONDS

By reason of its neat design it is easily fitted to any  
dashboard.

There are

### NO WIRES

between the lighter base and the actual lighter, thus  
it is possible to hand same round the  
car. Supplied for 6 or 12 volts.

**15/6**

*Thousands Sold*



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# IN THE GALLERY AT OLYMPIA

## Some New and Useful Accessories

"DADDY, I bags you for the twiddly bits!"

One of our memories of last year's Show is the shrill piping voice of a diminutive maiden, and the ejaculation which aroused attention was the one given above.

Surely the occasion was one which justified eavesdropping. "Twiddly bits" intrigued us. It left so much to the imagination. What constituted twiddly bits? There was a savour of goodies for the inner woman about the expression, and yet the party to which she was attached was just leaving the dining-room, and that maiden had the look of bland satisfaction which is the hall-mark of the well-fed child.

We saw the bagger detach the baggee from the family group, and lead him off in triumph. We followed in their wake, intent upon solving the mystery.

Past magnificent saloons which claimed Royalty and millionaires amongst their patrons, past sport models whose brothers had made motor-racing history, past touring, two-seater coupés, limousines and landaulettes which are household words, marched that infant, with scornful mien and lordly disdain. Persuasive salesmen, with a view to courting parental custom, exercised their blandishments on her in vain. She would have none of them. Evidently *their* wares had not the magic touch which would justify their admission to the mysterious T. B. Class.

Then at last we reached a lift, and were whirled aloft. The secret was out. What she knew as "twiddly bits" we call by the less romantic name, accessories. So she reached the Mecca of her motoring dreams, and revelled therein.

The moral of this story (if moral it has) is that you more sophisticated elders are also attracted by the useful-toy element which is present in most accessories. You may not realise it, but that is at the bottom of the fascination which will draw you to the gallery of the nineteenth



The Patent Kismet-Duplex Foot Pump is the very last word in small yet powerful tyre pumps. It is priced at 58s. 6d., complete with "Renrut" unbreakable pressure gauge, and push on pump connector fitting all valves, and is sold by Wm. Turner & Bros., Ltd., of Sheffield.



An exceedingly neat fitting to the car is the ash tray No. B61/III. It contains matchbox for carrying loose or packet safety matches, two carriers for pipes, a removable ash tray, and rests for cigars or cigarettes. It can be obtained from Brown Brothers at 9s. 6d.

The "Eural electric horn operator," a useful fitting to the steering wheel. The latest improvement is the working of a direction indicator. One half of the ring sounds the horn;



The latest design of C.A.V. headlamp fitted with quickly detachable reflector, patent focussing holder with spring plunger contacts, all connections within the lamp shell. The lamp fixing can be achieved by a universally adjustable spigot bearing. Diffuser and glasses can also be supplied for these lamps.



This is a safety lamp (10½ inches high) providing both light and heat. The lamp can be lit, wick adjusted, and filled from the outside. Brown Brothers' List No. is R2/48 and the price 25s.

the other half is divided into two parts—one shows "turning to the right" and the other "turning to the left" on an electric indicator mounted at the back of the car.





*This delightful luncheon case with a specially designed equipment is designed for attachment to the running board of a car. It is made by Messrs. J. B. Brooks and Co., Ltd.*



*A fine array of leather rugs and all other items of car equipment can be seen on the stand of Messrs. Dunhills. Here is a warm rug made from fully chromed brown fine quality skins, lined fancy check camel fleece—large size 15 guineas.*

*This handy washing cabinet is a neat and compact contrivance, comprising a washing bowl, water carrier, tin of*

Motor Show, and, with your kind permission, we design to act in advance as your guide to a few of the many examples which are exhibited for your delectation.

In honour of little Miss T. B., we will start with something which will appeal to her sex. It is the "Princess Ladies' Hand Bag," which to all seeming is just the ordinary type of receptacle for feminine fallals, complete even to a mirror. But there is magic concealed in that innocent looking bag. Its fair owner has but to blow down an air valve, and the interior lining becomes inflated. The steel bag supports unfold to form legs, and—hey presto!—she has a comfortable seat, which can be used as extra accommodation in a car. This useful little article is exhibited by Speight's Autoaccessory Co., together with other motoring accessories.

On the stand of Messrs. S. Smith & Sons (M.A., Ltd.) a fine range of their well known products will be found, comprising speedometers, motor clocks, watches, revolution indicators, automatic windscreen wipers, wireless cigar lighters, etc. The Smith wireless cigar lighter is a neat device for fitting on the dashboard, or interior of a saloon. There are no loose wires, and by simply pressing the button switch for three seconds the heating element glows a bright red. A circular part slides out of the base, and the user has merely to place it to his cigar or cigarette.

Now let us turn for awhile from luxury accessories to those which are necessities. Amongst this section we find the magnetos, lighting and ignition sets, impulse starters, Fabroil silent timing gears, etc., shown by the British Thomson-Houston Co., Ltd. The "Fabroil" silent gears are non-metallic and eminently suitable for camshaft magneto, pump and other subsidiary drives, as they are silent in operation and do not shrink, swell, or otherwise distort in service. The latest types of "Fabroil" silent gears are moulded to shape, and as a result they have a very pleasing appearance, besides being much stronger than gears machined to shape from slabs or boards of other "non-metallic" material.



*Here's a useful accessory—the Zenith Carburettor Service Box. This contains nine main jets and nine compensating jets of the most current sizes, with a range of spanners suitable for every nut on the carburettor, as well as an assortment of useful washers.*



*Another useful Dunhills product is this comfortable foot muff. The back drops back so that the feet can be placed in a comfortable position when it is then pulled up and fastened. In grey suede, lined lamb and lined grey goat, the price is 5½ guineas.*

*gresolvent, soap box and towel, all fitted in a case no larger than an ordinary size attaché case—Dunhills, price 45s.*



# Overland

## PROGRAMME FOR 1926 SEASON FRONT WHEEL BRAKES STANDARDISED —NEW MODELS PRICES REDUCED

STAND 150



*The British-built Overland 13.9 with  
Front Wheel Brakes now £245*

OLYMPIA

**BETTER VALUE THAN EVER**  
Overland Cars now cost less and cover a wider range than ever before.

These are the models and prices :—

### Overland Six

	New Price	Old Price
4-Door Saloon de Luxe.. ..	£375	£395
2-Door Saloon (New Model) .. ..	£340	—
5-Seater Tourer (New Model) .. ..	£325	—

### The British-Built 13.9

4-Door Saloon .. ..	£340	£370
5-Seater Tourer .. ..	£245	£270
2-Seater .. ..	£245	£270

### 18.2 De Luxe

5-Seater .. ..	£245	£270
Landaulette .. ..	£350	£375

Front Wheel Brakes are fitted on all the above Models.

### 18.2 Standard

Touring Car .. ..	£145	£145
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On this Model only, Front Wheel Brakes £10 extra.

### MODELS AT OLYMPIA

The Willys Knight Six 2/3 Seater, and Saloon de Luxe. The Overland Six Chassis and 4-Door Saloon. The Overland 13.9 5-seater. The Overland Six 5-seater and 2-door Saloon at Great Portland Street Showrooms.

### NEW OVERLAND SIX MODELS

The Four-Door Saloon de Luxe now costs only £375, and with Front Wheel Brakes as standard equipment is more than ever the finest value in 'Light Six' Saloons.

A Two-Door Saloon and a Five-Seater Tourer are now available on the Overland Six Chassis. The former is finished in two attractive shades of Olive Green, the latter in Blue and Grey.

### OVERLAND 13.9 MODELS

The British-Built Five-Seater Tourer is now fitted with hydraulic Front Wheel Brakes. Adjustable swivel headlamps, motometer, and luggage grid are items of a particularly comprehensive equipment. A new FOUR-DOOR SALOON is now obtainable on this Chassis.

### THE WILLYS KNIGHT SLEEVE VALVE SIX

There is also being introduced a new Willys Knight fitted with a six-cylinder Silent Sleeve Valve Engine. One of the most interesting exhibits at Olympia. Price 2/3-Seater and 5-seater £520, Saloon, £695.

*Send to Department O for guide card to Stand 150*



*The Overland Six 4-Door Saloon de Luxe  
with Front £375 Wheel Brakes*

WILLYS OVERLAND CROSSLEY LTD., STOCKPORT, MANCHESTER, LONDON, 151/153 GT. PORTLAND ST., W.1

WILL YOU KINDLY MENTION *The* MOTOR OWNER WHEN REPLYING TO ADVERTISERS

October, 1925





A useful set of bulbs complete in case, supplied by Rotax (Motor Accessories), Ltd. The bulbs are made specially to suit the focus of Rotax lamps.



The Folvo Ash Receiver is made of solid brass and heavily plated. A real necessity for all cars, keeping upholstery clean and free from burn marks. Combination Ash Receiver, Match Box Holder and Cigar Rest. Ash Receiver immediately detachable. Price 7s. 6d.

Many motorists have experienced (or will do some day) the inconvenience of a bent or broken tail lamp. The County Chemical Co., of Birmingham,

On no account must a visit be omitted to the stand of Messrs. Ferodo, Ltd., the pioneer manufacturers of fabric friction linings. They are showing a comprehensive range of all their famous Ferodo products. The linings are made in four distinct kinds, viz., Ferodo fibre, bonded asbestos, bonded asbestos die-pressed, and Feobestos (non-wire). As an interesting example of the great care expended on the manufacture of these linings, we select the last-named of the list as an example. It is a moulded composite, either of woven asbestos cloth or the natural fibres of the mineral incorporated with an insoluble imporous bond. While plastic, the material is forced into metal dies, subsequently heated and compressed. By this method annular linings of any required size, width of face, and thickness can be readily produced, the faces being finished to a close degree of accuracy in thickness and parallelism by surface grinding.

Practical motorists will flock to the Dunlop stand to witness the experts of the world-famous company give demonstrations of the method of fitting and removing the Dunlop cord balloon tyres of the wired type, for use with Dunlop well-base rims. These experts are also available to give assistance to visitors in connection with any tyre and wheel equipment problems. The exhibits include tyres of high pressure cords in beaded edge and straight side types, balloon cords for existing rims, and the company's range of wheels, including wire, steel, artillery and disc types. Also Dunlop accessories, amongst which we may mention the new jack and foot pump for use with balloon tyres. The foot pump is fitted with a second barrel which gives a flow of air during the return stroke of the pump.

Writing of tyres reminds us of the excellent "Master" patch for repairing inner tubes and all rubber goods. It is manufactured by Messrs. Gerrard & Co., Ltd., and is proof against heat, is a great time and labour saver, and does away with the use of French chalk, petrol or chemicals for cleaning the tube or other article to be repaired. A small patch will repair a large hole.

You "grown ups" will be anxious to show the dear children the aquarium



When driving, how often one desires something extra to support the back! Here's the ideal thing, a driving cushion to fit over squab, thus preventing a strained position. It can be obtained from Dunhills in a variety of colours, and it is listed from 27s. 6d.



Sold by Rotherham and Sons, of Coventry, the Bonnikser Time-Speedometer is really a "five-in-one" accessory. It tells the time taken on a journey, the exact distance travelled, the exact average running speed; it deducts all stoppage time and tells the time of the day. The price is £8 complete.



have designed one which will not break—because it is made of rubber. Fitting is simple and adjustment easy. It can be seen on Stand No. 483.

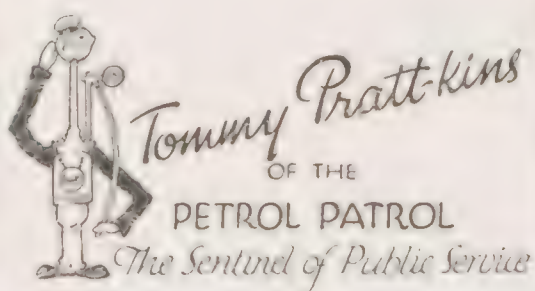


# Round the Year on Pratts

*A Commentary on the Social Events of the  
Year from the Viewpoint of the Motor Owner*



CAR after car has called on me this last few hours, filled with the fairest in the land and their gay cavaliers, for to-night is carnival time, if not in Venice, its counterpart, the Chelsea Arts Club Ball at the Albert Hall. The last social event of the old, and the first of the New Year, the Chelsea Arts Ball draws London into its net of joyous optimism and spirit of revelry. King Carnival's reign draws to a close in the early morning hours of a New Year, and tired revellers clamber into their waiting cars—then a quick run home and never a worry, for mine is the spirit—Pratts Perfection—that gives power and speed, the perfect end to a perfect ball. And, incidentally, I would assure you that the Pratts spirit is an excellent end to the old year and an excellent start for the new one!



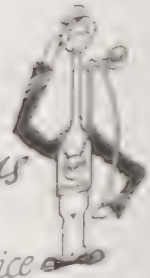


## February



**I**T'S rods out, the merits of this fly or that, for the close season for salmon ends on the first of this month in England and Wales. In Scotland on the 10th, subject to individual by-laws of the local Boards of Conservators. But, however heated the arguments of my many motoring friends as to the best waters to fish, they are all agreed that my spirit—Pratts Perfection—is the safe, reliable fuel to take them there and home again. And in these days the owner of a car who finds his recreation with the rod, has a wide choice of streams to choose from.

*Tommy Pratt-kins*  
OF THE  
PETROL PATROL  
*The Sentinel of Public Service*

A small illustration of a man in a uniform, holding a torch, standing next to the text.

*Pratts for clean cylinders*

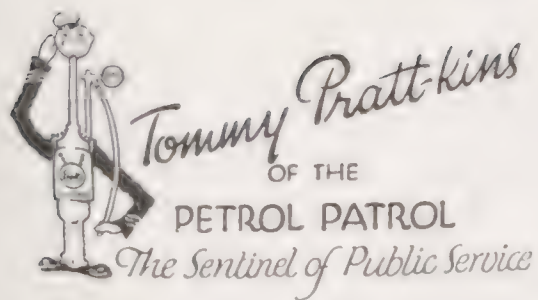


# March



ALL roads lead to Aintree on the last Friday of this month, for here is held the Grand National, the season's principal race "over the sticks."

It's a gruelling test for horse and rider this 4 miles 856 yards course with the formidable Bechers Brook bringing down many favoured mounts. Won by Sergeant Murphy 1923, Master Robert 1924, Double Chance 1925, and the winner for 1926, that I cannot say, Sir, for, unlike my spirit—Pratts Perfection—always reliable, always on top in long runs or short, this great race is ever a gamble.



Pratts on top in all road tests

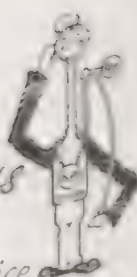


# April



YES, Sir, Golf takes premier place during the month with almost a glut of Championship contests and tournaments, the British Open, British Amateur, Ladies' Open and the £1,000 Tournaments at Deal and Glen-eagles being among the more important. Popular Amateur Champions include C. J. H. Tolley, R. H. Wethered, E. W. and W. E. Holderness; Professionals E. Ray, J. H. Taylor, H. Vardon and Geo. Duncan. The popular spirit with my friends the golfing motorists is Pratts Perfection—take it for the long drive or short run and stick to it.

Tommy Pratt-kins  
OF THE  
PETROL PATROL  
*The Sentinel of Public Service*



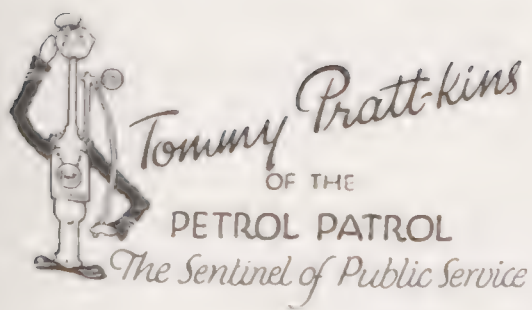
*Pratts for flexible acceleration*



# May



POLO, the aristocratic game in the world of sport, is in full swing during May at the Hurlingham Club, Fulham, and the Ranelagh, Barnes. The well-known teams include the Optimists, Grasshoppers, Freebooters, Eastcott and Templeton. The Cicero, Ranelagh, Roehampton, Champion, Inter-Regimental and Universities Cups are keenly contested. Motoring takes on new life this month, too, and you can take it from me Pratts Perfection, the clean, powerful spirit, is the best for all cars.



*Pratts for exacting motorists*




June

The Centre of



THE Derby at Epsom, the "blue ribbon of the Turf," is contested the first Wednesday of this month. For weeks now my motoring friends have discussed the chances of their "fancy." Spion Kop, the 1920 winner, holds the record for the Course, covering the distance, 1 mile 4 furlongs 29 yards, in 2 min. 34½ sec. Aboyeur, Signorinetta and Jeddah are 100 to 1 chances that have won in the past. If you go to Epsom this year, take a tip from me, run your car on Pratts Perfection—the favourite spirit that never lets you down. Lawn Tennis draws its devotees to Wimbledon during the latter part of June or early July, to witness the World Championship contests at the headquarters of the All England Tennis Club. Get your tickets in good time to avoid disappointment and see that the tank of your car is filled with Pratts Perfection Spirit, obtainable from the Golden Pump or sealed green can.

Tommy Pratt-kins  
OF THE  
PETROL PATROL  
*The Sentinel of Public Service*



*Pratts for highest volatility*

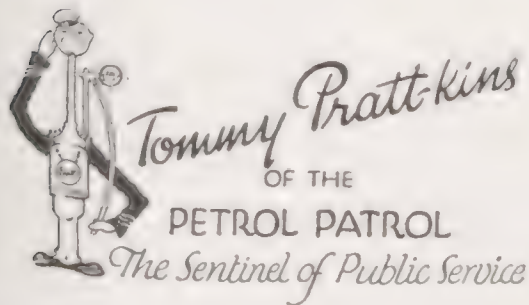


# The Social Year

# July



FLANNELS and blazers, airy, fairy and frilly frocks are the order of the day—weather permitting, of course—for this is the river month. Henley Regatta calls social London riverwards for four days near the closing of Season. Events of National and International character, Diamond Sculls, Thames Cup, Grand Challenge Cup and the Goblets are keenly contested. Every kind and condition of rivercraft crowd the Thames on Henley Sunday, and to view this scene alone is worth the trouble of getting there. There's a strenuous battle at Lord's this month, too, where the rival Public Schools, Eton and Harrow, oppose each other on this famous Cricket Ground. Pater and Mater and the old boys of the schools, not to mention sisters, throng pavilions and stands on this memorable event. Eton, I am told, have 39 victories to their credit; Harrow 35; and 22 games have been drawn. For Henley or Lord's mine is the spirit—Pratts Perfection—the pure, uniform spirit for country roads or halting city traffic.



Pratts for maximum mileage




# August



**R**EGATTA Week at Cowes in the middle of August is perhaps the greatest social function of the year. Cowes Castle, I.O.W., the headquarters of the Royal Yacht Squadron, becomes the scene of the world's most exclusive gathering. Witnessed from the shore the Regatta is an intricate affair even to the yachtsman, but racing cutters of His Majesty's Britannia class, yachts running with spinnakers out, and yachts close hauled through the fleets of anchored craft, make a scene of unrivalled beauty. I'm proud to say that many famous yachtsmen are customers of mine. It's the best always — Pratts Perfection.

*Tommy Pratt-kins*  
OF THE  
**PETROL PATROL**  
*The Sentinel of Public Service*



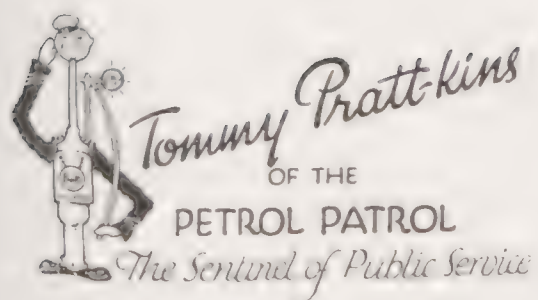
*Pratts—Leads the line*



# September



IT'S a sacred date, the first of September, almost as sacred as the Twelfth of last month, when grouse shooting opened more or less heather-clad moors, for partridge shooting begins on this date and Society departs to the moors for the slaughter. It's against the law to kill partridge, pheasant or grouse on Sundays or Christmas Day. But there is no close season for motoring, and for the long trip to Scotland or the shorter one to English moors take my advice, fill up with Pratts Perfection; it's the spirit that gives more miles per gallon and cleaner running under all road conditions.



*Pratts—Gives the "pull" in the long run*



# October



**H**OWEVER popular "Soccer" may be, Rugby is still endeared to the hearts of British Sportsmen. International Home Matches are played at Twickenham during this month, and individuals fortunate enough to secure seats for these famous games are sure to witness worth while battles of muscle, stamina and skill. Don't miss Twickenham this year and don't fail to fill up your tank with Pratts Perfection before setting off. It's the one pure, powerful and volatile spirit to get you there without troublesome delays.

*Tommy Pratt-kins*  
OF THE  
PETROL PATROL  
*The Sentinel of Public Service*



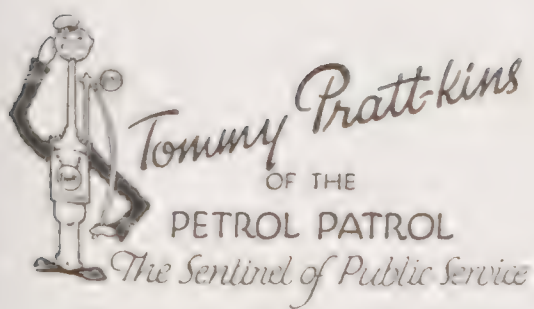
*Pratts—Look for the golden pump*



# November



TALLY-HO! Tally-ho! and the baying of hounds disturbs the quiet country air in practically every county this month. Fox-Hunting opens on the first Monday, to continue until the following April. Reynard, the wily old scoundrel, is in for a rough time, for in England and Wales alone 176 packs are out for his brush. "Fox-Hunting is of no interest to me," did you say, Sir? That's where you're wrong, for I'm a particularly busy man the mornings hounds meet, supplying my motoring friends going to the rendezvous with Pratts Perfection, the right spirit to start a perfect day.



*Pratts for perfect carburation*




# December



DECEMBER is upon us with a rush as it were, and first thoughts are of Xmas Shopping, encouraged of course by the wondrous displays in the windows of big Departmental Stores and the smaller shops. Treasures gathered from home and "furrin parts abroad" tempt even the most thrifty soul to open purse strings just a little wider. But shopping is tiring even to the female temperament, and tedious to the mere male, so be sure to fill the tank of your car with my spirit—Pratts Perfection—before starting out. It's the best for crawling through West End traffic and for a burst of speed on the open road.

Tommy Pratt-kins  
OF THE  
PETROL PATROL  
*The Sentinel of Public Service*



*Pratts for easy cold-weather starting*





The "Airvac," a combined roof light and shutter, whose functions are to illuminate and ventilate the car. It is made and distributed by Airvac Ventilators, whose London agents are Messrs. Whittingham and Wilkin, Ltd.



The Boyce Moto-Meter, a product of The Benjamin Electric, Ltd. Fitted to the radiator cap, it registers the heat of the water, instantly indicating any abnormal conditions.

exhibited by the Triplex Safety Glass Co., Ltd. The four sides are built of "Triplex" glass. These have been assaulted by a hammer, and are starred all over, nevertheless they remain waterproof; not a drop of the 2 cwt. of water inside the tank escapes, and the goldfish are positively gleaming with admiration at the impregnability of their transparent home. There are also screens and goggles made of the famous glass to be inspected.

Then the familiar golden pump will meet your eye, proclaiming that you have reached the stand of the Anglo-American Oil Co., the distributors of the popular Pratts Motor Spirit. One or two interesting features about this pump must be noted. It is an exceptionally accurate measure which can be relied upon implicitly to deliver the exact amount of spirit wanted. On all pumps a guarantee is prominently displayed.

Another interesting point is the Anglo's "Depth o' Meter"—an ingenious and simple device which enables the owner of a golden pump to say exactly how much spirit is contained in the underground tank. This absolutely prevents the possibility of short measure being given through the supply running out.

In addition to their many other well known and effective products, Messrs. Allen-Liversidge, Ltd., are introducing this year, for the first time, the "A.-Z. Dual-Purpose" headlamp, which by a minor adjustment can be effectively and efficiently used either as an electric or acetylene lamp, and, moreover, embodies in addition the "A.-Z." focus headlight attachment which is fitted as standard to every pair of lamps. Hitherto it has only been possible to carry an alternative lighting system for battery-saving purposes, or sudden electric lighting failure, by the addition of a separate set of lamps. So this new departure should prove very welcome.

These, then, are a few examples in letterpress and illustrations of accessories at the Show. The MOTOR OWNER makes you its most respectful bow, and regretfully leaves you to make further discoveries unattended; merely adding that your quest will meet with rich reward!



Here we have the Tapley gradient meter. This useful accessory has now become a popular fitting to most instrument boards. It records a rise or descent from "1 in 4" to "1 in 30," and the price is £4 10s. complete.



The "Folvo" slow-stop parking lamp signals your intention to following traffic. Slight application of the brake signals the word "Slow," while hard application flashes "Stop." There is also a combined head and tail lamp for parking safety. It is marketed by C. G. Vokes.



This "Two-in-One" trunk gives everything one expects from a proper touring trunk—neatness, compactness and serviceability. Each case is

detachable and can be used as an ordinary travelling bag. Made by Dunhills, prices vary from ten guineas, according to sizes required.



# MATTERS OF FEMININE MOMENT

*Motor Shows and Dress Shows. The way of Madame with the Mode*

ONLY a few years ago each season was heralded with agitating whispers about "the return of the crinoline," the "wasp waist," or the "balloon sleeve." But whatever fashions may lie ahead of us in the next ten years, one thing is certain, it is Madame who has won, and modes will be harnessed to the practical necessities of modern woman's busy life.

No doubt, had Solomon been able to follow the evolution of feminine dress to its most up-to-date fashion parades, he would thoughtfully have pursued the reluctant cherry at the bottom of his Martini, and added "The Way of Madame with the Mode" as among the items of life entirely beyond his comprehension.

However, since we are not a whit less feminine than any previous generations, it is pleasant to be tempted by the dictators of fashion in directions to which we already have a leaning, enabling us to resign ourselves gracefully. Thus the efforts to popularise green in London, for both day and evening wear, is likely to meet with some success. There are, nevertheless, such subtleties in the shades of green in their alliance with shades in complexions, that no colour demands greater care in the choosing, and emphatically the selection must be made by the same light in which the garment will be worn.

Green having already had a fair vogue



Here is a fine quality leather coat, which can be obtained with a variety of warm linings, and finished with satin at shoulder and sleeves. The collar and cuffs are trimmed with bands of leather reversed to give the appearance of suede, and finished with belt at waist; the coat is snug and warm, and is extremely useful for motoring. All the equipment on this page is by Dunhills, Ltd., of Euston Road.

in Paris, we may also prefer to seek pastures new in the latest shades of brown; these are neither of the caramel, cinnamon, nor tabac persuasion, but vary between pastel fawns, rose beige to a warm brown, that is particularly kindly to English complexions for outdoor purposes.

The distinctive features of autumn coats, clearly defining the season's models, are the flared hem and the new shawl collar. Occasionally a belt makes its appearance on a fur-collared coat, but the idea is only tentative at present. The flared hem is achieved either by godets, by a circular skirt put on at a low waistline, or by means of box pleats released at the hip level or rather below. Many coats are fur-trimmed at the hem, and this gives them a pleasant swing in walking. Fashions are all designed to show charm in moving. Fullness in skirts shows but little when the wearer is still, and slimness is *de rigueur*.

Everyday modes are practical as well as attractive. The little two-piece dress of crêpe de chine that has been the backbone of every holiday outfit this year is superseded by a similar type of dress in stockinette, trimmed with crêpe de chine of the same shade, or the scheme of things may be varied by the jumper and skirt being carried out in a check cashmere, or thin velour, with the strappings of self-coloured crêpe de chine. Sleeves for these little



Here is a neat and attractive velvet or satin tammy—always a serviceable headdress for motoring and sports.

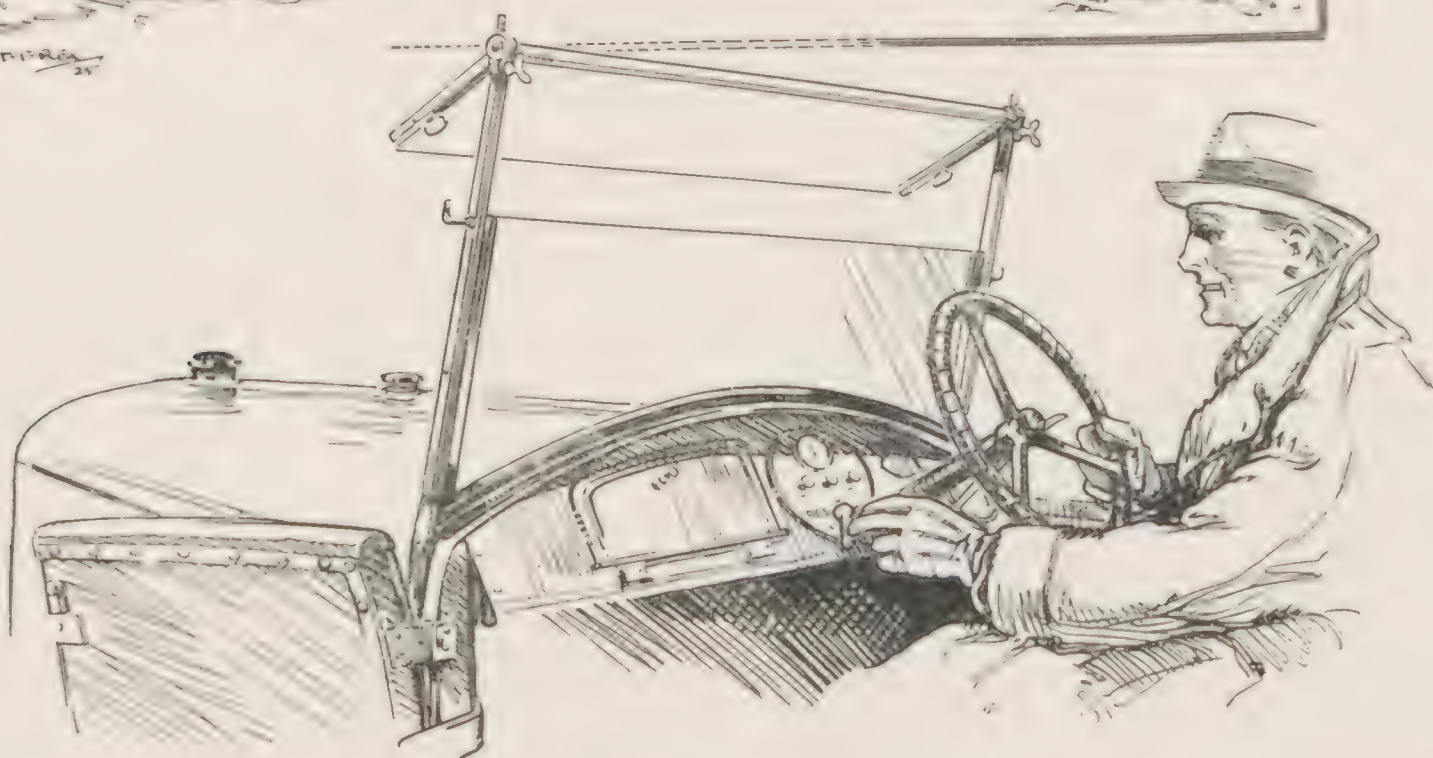


As an alternative, here is a charming full-fronted hat of delicate brocade, with delightful side effects.



A pinky-fawn crêpe romain turban with feather tufts to match. The three lower models are by Zyrot et Cie.





## Reserve --!

Surrey is not the Sahara—mercifully—but when the tank runs dry ten miles from the nearest petrol station, even the most lovely country becomes desert to the forgetful driver of any ordinary car, and makes him envious of the camel and its reserve provision.

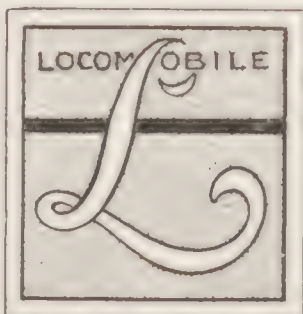
No need for such envy with a TROJAN! When the tank is “officially” dry, the turn of the switch key to the “reserve” position instantly releases a further supply of petrol and oil, good for forty miles.

The Trojan is made for the driver's convenience and comfort—the reserve device, therefore, important though it undoubtedly is, represents actually only one of many ingenious Trojan features.

*Examine this really wonderful car  
at Olympia on the Leyland Stand 182*

# Trojan





# The World's Finest Eight



**STAND 56**  
at THE MOTOR EXHIBITION

**N**EVER before has there been a Locomobile model offered at anything but a very high price. For 25 years it has stood supreme as the world's most exclusive car. At once a tradition, a symbol and an inspiration.

But the new Locomobile Junior Eight brings the excellence of this fine old name to the much wider fields of the moderate price class and creates an entirely unprecedented opportunity.

THE great economy of the Junior Eight does not end at its low price. In taxable h.p. (25.3) and in petrol consumption (20/22 m.p.g.) it is strictly comparative in cost to any mass produced "six." Its Engine is the smoothest straight eight ever built. Yet this is only one of its many fine distinctions.

EIGHT Cylinders in line, Overhead Valves, Lanchester Vibration Damper, Stromberg Carburettor, Dejon Electrical Equipment, Single Plate Clutch, Rubber Shock Insulators, Perrot Four-Wheel Brakes, Gabriel Snubbers, Wood Wheels, Long Wheelbase (124 in.).

**5-SEATER TOURING CAR £620**

**SALOON - - - - - £750**

# LOCOMOBILE

## ✠ JUNIOR EIGHT ✠

DURANT MOTORS LIMITED, *Lodge Place, St. John's Wood Road, N.W.8*



suits are always to the wrist. Many are of a simple shirt blouse design with a cuff secured by a link or button. Collars may be worn open or closed, and occasionally the crêpe de chine is used as a jabot down the front of the jumper. The skirts are usually straight in effect, fulness being introduced by means of pleats, either an inverted or flat pleat at each side, inverted pleats at the front, or by rather large flat pleats at intervals round the entire skirt. On the whole, stockinette is more youthful and informal in appearance than the cashmere or velour.

It is promised that we shall have larger hats this winter. The drawback to the scheme is the difficulty of securing them to shingled heads. Meantime there are many models in felt, beaver cloth, and velvet—almost invariably with small, upturned brims that make them snug and practical for autumn gales. They are worn well pulled down on to the head, almost, in fact, on to the wearer's eyes. It is significant that several mannequins showing off the larger hats had not the ubiquitous shingled, or bingled, locks. The fashion for shingling will undoubtedly remain for this winter, but after that its continued popularity is very doubtful; the main drawback to its success being the difficulty of achieving any variety

#### APPRECIATED APPRECIATION

**THE MOTOR OWNER** has been honoured with expressions of appreciation from H.M. The King; H.R.H. The Prince of Wales; H.M. Queen Alexandra; and H.R.H. Princess Mary, Viscountess Lascelles.

Some further expressions of appreciation from readers are appended.

From the Marquess of Ailesbury.

"It is a very well-got-up journal and most useful."

From the Earl of Cardigan.

"I consider 'The Motor Owner' quite at the head of its class. You have the happy knack of making your articles instructive, and also most readable and interesting."

From Lord Garvagh.

"It is a very artistic production and must appeal to all motorists of discriminating taste."

From S. F. Edge, Esq.

"I have carefully read through 'The Motor Owner'—a very nice production indeed, and I congratulate you."

From P. Charnaud, Esq.

"To interest, instruct and amuse the average owner of a car—as different from the motoring 'fan'—'The Motor Owner' is unquestionably the finest publication extant."

From the Hon. Librarian—Club.

"Most of our members are motor owners, and undoubtedly yours is the best publication of its kind."

From M. A.

"It is a very admirable production. The make-up is good; the printing is good, and the matter is good."

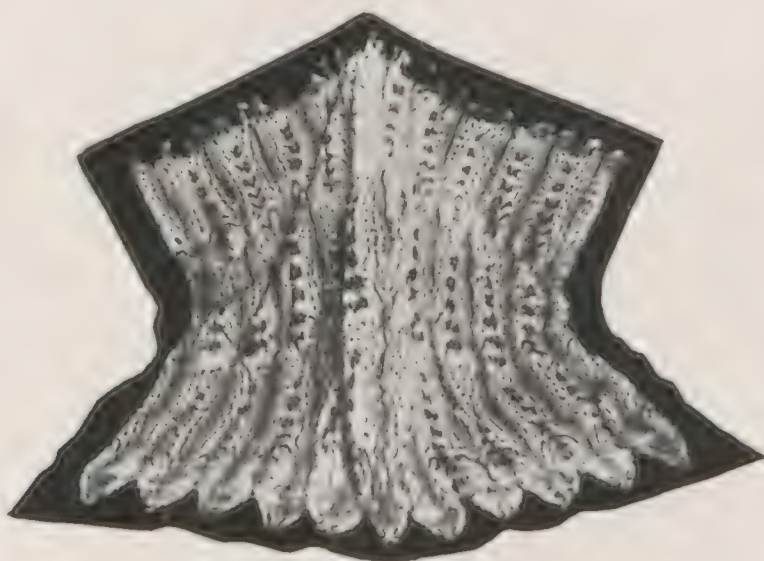
in dressing hair that is once short, and few women really enjoy monotony in this respect.

Evening gowns invariably suggest fulness even if they contradict the impression by means of tight underskirts. It is essential to-day that the evening coat matches the gown with which it is worn. Fur is used as a trimming for both. The gown is sleeveless and, in spite of all prophecies, skirts are still on the short side. Flowers are also much used for trimming, and are made as nearly as possible to suggest the real thing. The hand work devoted to model frocks is almost endless. A fresh interest in streamers has been aroused, and these range from falling scarf ends in chiffons to ribbons in velvet or silk. With evening gowns, cloaks are delightful. They will also be worn by day, but for walking purposes are not happy. They are best suited to a limousine.

Stockings are still worn in light shades, but there is an increasing inclination to match the stocking to the gown. The short skirt has once more introduced the Russian boot for winter wear. Fur topped or plain, these boots have an undeniable comfort, but our climate does not come near enough to that of Scandinavia, for example, to ensure them any very general following.



Two new Reville creations for the coming autumn season, in Scotch tweed; woven by disabled



Here is an excellent wild bush cat fur rug, mounted on superfine blue Doe—by Dunhills, Ltd.



soldiers and sailors at the Lady Seaforth Weaving Institute, at Dingwall, Ross-shire.



## FROM CREATION TO CAR—BY FILM



*The Director:* "No, no—that's all wrong! Shoot the creation again, and for Heaven's sake remember that the sun must come up before the car."



# *The world's best motor spirit* AT OLYMPIA

THIS year cars will be chosen with greater discrimination than ever. Having purchased a thoroughly competent car National Benzole Mixture is logically the only fuel to use to maintain its highest efficiency. When the purchase of the car is completed, call at the National Benzole Company's Stand and learn more of the finest fuel of modern times—the factor that governs the standard of your car's performance.

## National Benzole Mixture

*During your visit to the Motor Show*



NATIONAL BENZOLE CO., LTD., WELLINGTON HOUSE, BUCKINGHAM GATE, S.W.1

WILL YOU KINDLY MENTION The MOTOR OWNER WHEN REPLYING TO ADVERTISERS

October, 1925



# DAMAGE BY STRAY ANIMALS ON THE HIGHWAY

By A BARRISTER

*The legal questions which surround an accident caused by the presence of animals on a highway are particularly difficult and complex. The motorist whose insurance policy does not cover liabilities of this kind should consider himself well advised to have his policy extended to cover such cases at once.*

THE presence of cows, sheep, horses, and even dogs and fowls, has occasioned numerous actions at law in the past, and with the ever-increasing spread of motor traffic disputes and accidents will doubtless continue to occur.

It may be said that in general terms an animal on the highway is always a nuisance. Not only is it an obstruction, but it is an obstruction of an unusually uncertain character. At any moment it may change its position and, scared by the approach of other traffic, may bolt in alarm and cause damage to anything or anyone it encounters.

Unfortunately, the legal view does not correspond with the motorist's view. In law the mere presence of an animal on the highway is not a nuisance, although a stationary object may be. A man may place a heap of stones or a log of timber in the middle of the road in such a way as to create an obstruction or cause damage to the traffic, and in such a case he would be liable to an action for damages for the nuisance he had caused.

But if a man brings a cow or some sheep on to a public road he is less liable to legal action. Although an animal likely to get out of control at any minute may be a greater source of danger than the stones or the timber, yet the law does not impose liability on the keeper of the animal if, without negligence on his part, it gets out of hand and causes damage.

If an owner of a notoriously fierce animal, such as a wild boar or leopard, allows it to get loose on a highway he will be responsible for the consequences. But with harmless domestic animals the case is far different. The courts in times past, when traffic was slow and motoring unknown, have repeatedly held that "domestic animals of normal character do not by straying on the road obstruct traffic," to use the words of Mr. Justice Neville in a recent case.

And if an animal of such a kind, harmless in the ordinary way, suddenly gets scared and charges into an on-coming vehicle, the keeper of the animal is free from liability because what the animal did was not due to any fault of the keeper, but was due to the action of the animal itself.

One would have thought that the mere possibility that a domestic animal

might take fright and cause damage would impose a legal duty on the owner to keep the animal under control, and if it got out of control the owner would be responsible.

However, as we have seen, the mere fact that an animal may get out of control against the will of the owner absolves him from responsibility.

This has been explained by Lord Justice Pickford as follows: "In the case of an inanimate object it is placed

## OUR INFORMATION BUREAU.

A WELL-ORGANISED Information Bureau is always available to "Motor Owner" readers. The service it gives is entirely free. It does not matter as to what species of automobile information you seek, your enquiry will always receive prompt and expert attention. This service covers not only the car and its appurtenances, its equipment and possible defect or improvement, but also touring information, routes, hotels, etc., both at home and abroad. In fact, anything and everything directly or indirectly connected with motoring. Enquiries should be addressed to the Information Bureau, "The Motor Owner," 10 Henrietta Street, Covent Garden, London, W.C.2.

where it is by the owner and there is no question as to whether it will become an obstruction or not," whereas in the case of an animal, "although the animal may probably so act as to cause an obstruction it will not necessarily do so, and whether it so acts or not depends upon its own will, and therefore the owner cannot expect an obstruction to be the natural consequence of its straying.

In the case of large numbers of animals straying on to a highway the owner will be liable for causing an obstruction, because owing to the large numbers an obstruction is inevitable. In the case of one or two animals it is not inevitable, but only possible.

In the action at law in which Lord Justice Pickford made these observations the plaintiff was the owner of a motor car which was being driven along a highway in daylight at about 16 to 20 m.p.h. The driver noticed a number

of sheep ahead of him straying on the highway. He put on his brakes and almost immediately two sheep, which had got separated from the rest of the flock, jumped from a bank at the side of the road, and one of them ran into the car, overturned it and caused damage to it.

It was held by the Court of Appeal that the owner of the car had no right to claim damages from the owner of the sheep. It was not wrong to let sheep stray on to the road, and if any of them took fright and collided with a vehicle it was not the owner's fault.

The position is somewhat the same as regards cattle and other domestic animals being driven along the highway. The driver must do his best to keep them in hand, but if from some unexplained cause or for some reason which could not be avoided the animals take alarm and dash into an incoming vehicle no responsibility will rest on the keeper of the animals.

"The mere fact," said Mr. Justice Lindley, "that a horse bolts is no evidence of negligence on the driver's part." And it is only where there is negligence proved that a claim can be maintained.

It has long been a rule of English law that people as they go along roads must expect or put up with accidents and annoyances which cannot reasonably be prevented. The unexpected acts of animals are annoyances of this kind.

The Courts have recognised the increased danger which is now possible owing to the presence of motor vehicles on public roads, yet have refused to alter the application of the law as far as animals on highways are concerned.

"There is no doubt," said one judge, "that the advent of motor cars has greatly increased the danger resulting from the presence of loose animals on the road, owing to the speed at which the cars travel and the difficulty of avoiding them . . . and I think that to-day those who use them must take the roads as they find them and put up themselves with such risks as the speed of their cars occasions to themselves and others."

Damage by animals remains therefore a risk to be borne by the motorist himself, and in respect of which he cannot claim against others except in very unusual circumstances.



# Crossley

**STAND 139**

THE Crossley range for 1926 includes the famous 14 h.p., 19.6 h.p., and 20/70 h.p. models.

New models, of outstanding interest, are:

**THE 14 H.P. CROSSLEY COACH**

and the

**NEW CROSSLEY SIX**

WITH OVERHEAD VALVES

Full details of all models on application to STAND No. 139



14 H.P. TOURING CAR

## EXHIBITS

**14 h.p.**

DEFINITELY accepted as the highest value in medium-powered cars.

*Touring Car.*

**£395**

Saloon **£550**      Landulette **£570**  
THE NEW COACH .. **£455**

**19.6 h.p.**

RECOGNISED as the finest 4-cylinder car in the world. The car which broke all R.A.C. Certified Trial Car Mileage Records.

*From £785*

Including 4-wheel brakes.

**A NEW SIX**

A NEW 18/50 h.p. six-cylinder model with overhead valves is exhibited in chassis form. This new model will cause a sensation in motoring circles. It has a range of from 3 to over 60 m.p.h. on top gear with perfect silence and absence of vibration, and a speed acceleration unequalled by any other car of its capacity. Inspect the chassis and note its extraordinary strength.

CROSSLEY MOTORS, LTD., Manchester, and  
40-41 Conduit Street, LONDON, W.1

## MANUFACTURING PREMISES—

THE REGISTER contains particulars of all the available premises for disposal in London and the Home Counties, and the following are extracts.

*or property suitable for*  
**SERVICE STATIONS**

### SERVICE STATIONS

#### WESTMINSTER

Floor space 40,000 square feet.  
Good yard.  
Rent £2,000 p.a.

#### KENNINGTON

(Close to St. George's Circus).  
Floor space 12,000 square feet.  
Clear of Columns. Separate  
Machine Shop. Petrol installation.  
Lease for Sale.

#### PUTNEY

Close to Putney Bridge Station.  
Floor space 18,000 square feet on  
two floors, open yard. Good road  
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Rent £900 p.a.

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On the main road with an extensive  
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Ground Floor Buildings. Floor  
space 170,000 square feet, comprising  
Machine Shops, Erecting  
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Price Freehold £25,000.

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Floor space 100,000 square feet.  
Ground area 9 acres. Erecting shop  
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Price Freehold £45,000.

#### WATFORD

Floor space 200,000 square feet.  
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Siding to L.M.S. Railway.  
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#### WILLESDEN JUNC.

Floor space 170,000 square feet.  
Clear open bays.  
Price Freehold £30,000.  
Would be divided.

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Telephone: Avenue 3089

Note: Fuller Horsey, Sons & Cassell have for over a century specialised in the Sale and Valuation of Manufacturing Property as distinct from Residential.



# Austin

## Luxury — without Extravagance



THE AUSTIN TWENTY  
"MAYFAIR" LIMOUSINE  
Price at Works - £795

Several of the Austin Twenty and Austin Twelve models are now reduced in price. Austin Twenty, new prices from £495. Austin Twelve from £350

IN every detail the "Mayfair" Limousine is a "luxury" car. Not the smallest item which can add to comfort or convenience is omitted; no car produced can give a better account of itself in service. Yet the sternest critic can detect no note of extravagance—no penny of its initial cost which is not represented by full measure of value.

The "Mayfair"—upholding the maxim that Austin means Excellence—sets the standard by which closed car values must be gauged.

Send for our Art Catalogue which fully describes all models.

**OLYMPIA** Stand **211**  
MOTOR SHOW Number

**THE AUSTIN MOTOR CO., LTD.**  
Longbridge - - - near BIRMINGHAM.  
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There are NEW ACCESSORIES of more than usual interest.

Safe-T-Stat Dash board Heat Indicating Device giving accurate engine temperature. The Vacu-Larm Automatic Petrol Gauge and Low Level Alarm. Accuracy guaranteed. Byrne Kingston Oil Aerator and Filter (Vacuum Operated). Protectomotor Carburettor, Air Cleaner and Filter, 99.9% efficient, etc.

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The Folberth is either Standard or "Approved and Optional" Equipment (at extra charge) on the following Famous Cars:

British—	Clement-Talbot	Rhode	American—	Moon	Continental—
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Bean	Lanchester	Vauxhall	Jewett	McFarland	Isotta-Fraschini
Beardmore	Napier	Vulcan	King	Westcott	Lancia
Belsize	Palladium	Wolseley	Lexington	Winton	Lorraine
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### NEW PRICES - FOLBERTH UNIVERSAL.

De Luxe, Nickel-plated ...	67/6
Standard " ...	55/-
Standard, Black ...	47/6

### NEW PRICES—FOLBERTH JUNIOR.

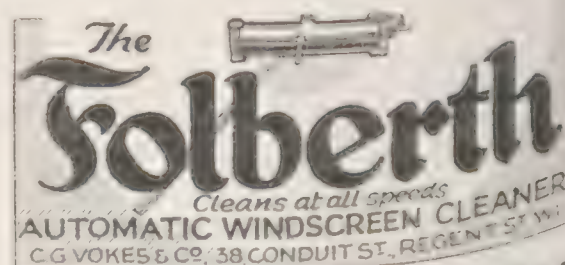
Nickel-plated Finish ...	22/6
Black Finish ...	19/6

N.B.—De Luxe Model includes nickel tubing and special fittings.

Approximate fitting charge on Average Cars, 15/- to 25/-

Approximate fitting charge on Average Cars, 10/6 to 17/6

Our expert mechanics are always available to fit the Folberth Cleaner in the London area. We fit for the Trade.



*facts are worth facing*

There is no substitute for the 1,500,000 FOLBERTHS on the road to-day.

Daily output England and America 5,000 per day.

The FOLBERTH continues to operate at any speed up to and over 60 miles per hour.

It needs no attention, costs nothing to run, and will last the life of your car.

It will fit any Car and any Windscreen.

It has proved the most efficient of all Automatic Cleaners.

The FOLBERTH CLEANER is operated by Vacuum from your engine, which is admitted by Leading Engineers throughout the world to be the only really satisfactory method to obtain lasting efficiency and years of faultless service.

**a FOLBERTH ensures safety service satisfaction**

**C. G. VOKES & COMPANY, 38 Conduit Street, Regent Street, London, W.1**  
(C. G. VOKES, A.M.I.Mech.E., Etc.)  
Telephone: Gerrard 4693





**B**ROOKLANDS, on the 26th of September last, was the scene of a thrilling innovation in track racing, inasmuch that in the 200 Mile Race, organised by the Junior Car Club, several features were introduced which previously had been present only in road racing events, such as hair-pin bends, acceleration and braking tests, thereby calling for skill in the handling of competing cars. Consequently considerable added spectacular interest was provided, and Brooklands has been somewhat lacking in this respect since its inception. Our picture is an impressionist scene of what a race run under these new conditions would be like, but it also illustrates the suggestion made three years ago by "The Motor Owner" and adopted by the Junior Car Club last month. Our picture is reproduced from the November (1922) number.



# MOTORING NEWS OF THE MONTH

## Open Wind Screens.

**A**N unusual accident is reported by the R.A.C. "Get you Home" Service. A driver of a Singer saloon was driving with the wind screen open, when a wasp flew in and stung him, causing him to swerve into a ditch, from which he had to be extricated by a breakdown car.

## Quick Work.

On leaving the theatre at Bognor a gentleman discovered that his car had been stolen. He immediately communicated with the police, who circulated a description of the car. The following day an R.A.C. Guide recognised the car as it was being driven through Southwater, telephoned to the police at Horsham, who, when it arrived there, stopped it and arrested the driver.

## Illuminated Direction Signs.

Realising the difficulty motorists experience in deciphering direction signs, either on lamp-posts, or situated near them, the Automobile Association has introduced a new type of reflector and signs, so as to throw the light downwards and render the wording on the arms clearly readable by road users after dark.

One of the first sets of these A.A. illuminated direction signs has been erected on the Great West Road, 10½ miles out from London.

## Appreciated Appreciation from "The South African Motorist."

"THE MOTOR OWNER is a fascinating monthly publication, with text richly and aptly illustrated. The make-up has been improved and the illustration of the issue is even better than previously—which is saying a good deal."

## Eight New Records.

A 1,500 c.c. Talbot driven by Major H. O. D. Segrave at Brooklands on Monday, August 31st, succeeded in establishing eight new International records.

The speeds (subject to official confirmation) as are follows:—

Standing Kilometre. 74'44 miles per hour (119'800 kilometres per hour).

Standing Mile. 82'21 miles per hour.

Flying Kilometre. 114'71 miles per hour (182'615 kilometres per hour).

Flying Mile. 113'24 miles per hour.

Flying Five Kilometres. 182'463 kilometres per hour.

Flying Five Miles. 113'12 miles per hour.

Flying Ten Kilometres. 179'811 kilometres per hour.

Flying Ten Miles. 111'71 miles per hour.

## An Added Trophy.

The Bean has secured yet another victory. It has been awarded the Hargreaves Trophy for the best performance of the day, and also a Gold Medal in its Car Class in the Annual 24 Hour Reliability Trial, which commenced on the evening of July 17th under the auspices of the M.C. and A.C.

The run was from Birmingham to Holyhead and back, and covered a distance of approximately 400 miles over one of the worst roads in Wales. There were about 25 entrants in the Car Class, the successful Bean car being driven by Mr. H. Goodwin. The point in the route of outstanding interest was the ascent of Urrys Pet at Harlech, which is admitted by motoring authorities to be one of the worst hills in the country. In spite of the fact, however, that the gradient of this hill is generally accepted as being 1 in 3 it presented no difficulties to the Bean, which one was of the only four competing cars which made a successful ascent. It is here worthy of mention that only one other Gold Medal has been awarded in its class for this trial, which is further convincing testimony of the stability and reliability of this popular car.

## A Remarkable Performance.

The remarkable success of the 30-98 Vauxhall in the recent competition at Colwyn Bay was well worthy of the reputation which the Vauxhall sporting car enjoys.

The racing took place on the promenade, on a tar macadam course, which was very wet.

In both Class 1 and Class 7 for standard touring cars and standard sporting cars respectively, three Vauxhalls gained the first three places.

The names of the winning drivers and their times are given below:—

(a) Class 1—for standard touring cars, unlimited, resulted as follows:—

1st, E. L. Boston, 30-98 Vauxhall.

2nd, G. S. Boston, 30-98 Vauxhall.

3rd, G. Pemberton, 30-98 Vauxhall.

The times for the standing half-mile were:—

33½, 34½, and 35 secs. respectively.

(b) Class 7—standard sports cars, unlimited:—

1st, E. L. Boston, 30-98 Vauxhall.

2nd, R. B. Summers, 30-98 Vauxhall.

3rd, G. S. Boston, 30-98 Vauxhall.

Times:—

33½, 34 and 34½ secs. respectively.

## Hotel Accommodation.

Several complaints have reached us of late concerning the bad treatment meted out to motorists at hotels in France. Those of Paris seem to be particular offenders in this respect, and we are asked to quote a particularly blatant case by Mr. Percy Northey.

Our correspondent wrote to a hotel in the Avenue de l'Opéra ten days before his intended arrival, asking if specified accommodation could be reserved for him. He received a reply promising him rooms if he would wire a confirmation. He complied with this condition, and receiving no further communication assumed, of course, that the arrangement was completed. However, on his arrival at the stipulated time, he found that the rooms were not reserved.

Naturally, he was furious at this flagrant breach of contract, more especially as the hotel manager did not deny having written the letter, and admitted that he had received Mr. Northey's wire.

The only explanation he would condescend to offer was that "it was not found feasible to reserve rooms." However, one room was offered, but of an entirely unsuitable nature. It was refused.

Mr. Northey spent close on two hours driving round Paris in search of accommodation, visiting 25 hotels in the course of his quest, and finding them all full. At last he succeeded in obtaining good rooms combined with comfort, efficiency and excellent cuisine.

In the interests of motorists in general, Mr. Northey is anxious that not only the bad, but the good treatment he received should be recorded. We quite agree, and therefore have pleasure in stating that the excellent hotel he discovered was L'Hotel Monceau, Avenue Hoche, near L'Etoile.



The s.s. "Mobiloil," which was successfully launched on Monday, June 8th, the naming ceremony being gracefully performed by Mrs. E. W. Lycett, wife of the Chairman of the Vacuum Oil Company, Limited. The s.s. "Mobiloil" is fitted with eight main tanks and four summer tanks, and it is interesting to note that no fewer than 36 different grades of Gargoyle Lubricants can be carried. In addition to the tanks there is a large hold for the carriage of oil in barrels and cases. The speed of the vessel is 11½ knots.



BUY A

**Hampton**

Hampton Cars were first introduced in 1912, and are **BRITISH-BUILT** throughout



A car of fine performance  
—and splendidly equipped

**12 h.p. Models** Tax £12

2-Seater, £290 4-Seater, £310 Coupe, £345  
4-door Saloon, £395 New DeLuxe 5-Seater, £325

Four-wheel brakes fitted as standard

Gear box providing four forward speeds and reverse with right-hand control; Lucas electric lighting and starting equipment; luxuriously real leather upholstery; five Dunlop cord balloon tyres and pressed steel wheels; complete equipment of accessories, including clock, speedometer, electric and bulb horns, screen wiper, driving mirror and licence holder; full complement of tools; jack and pump.

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MEDAL AWARDED ST. LOUIS, 1904

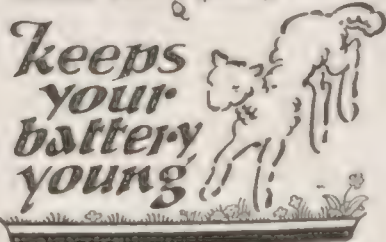
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**THE PUREST & BEST  
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Prepared from natural Brimstone & distilled water & specially tested



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of the 1925 Season  
was put up by—  
**WAKEFIELD**



IN open competition almost every important event, every Grand Prix, every Motor Cycle T.T., every Light Aeroplane Race at Lympne, the vast majority of World's Records—all have been won on standard grades of Wakefield Castrol Motor Oil.

On the road, thousands more have swelled the ranks of Castrol enthusiasts—for every Castrol user is enthusiastic in praise of this world-famous British lubricant.

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*The*  
**MOTOR  
OWNER**

WHEN REPLYING TO ADVERTISERS

October, 1925



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ON STAND 143

## The 45 h.p. "Straight Eight."

Unquestionably the most magnificent example of automobile perfection—a world's masterpiece.

Top gear speed from walking pace to 90 miles per hour.

Four-wheel brakes fitted as standard since 1910.

Standard Chassis - - Price £1,550

Special Sports Chassis - " £1,650

Full particulars on request.

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THE British Goodrich Tyre is built by British labour and skill from raw materials to finished product. It has proved, once for all, that "British-built" applied to tyres means also "best." Combine patriotism with common sense and satisfaction with economy. See that your car is fitted with the most efficient British Tyre—and therefore the best in the World—the British Goodrich Non-Skid.

MOTOR SHOW  
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BRITISH  
**GOODRICH**  
NEW NON - SKID TYRE

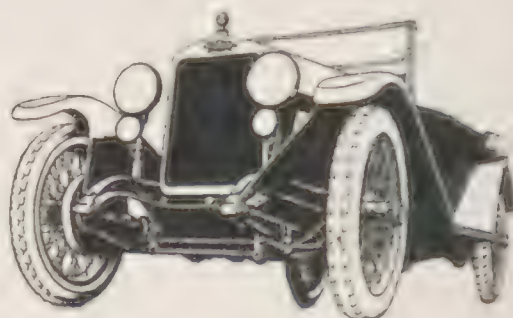
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# ANSALDO



14-50 h.p. Model 4 C.S.



TOURING CAR  
£535

Front Wheel Brakes ::

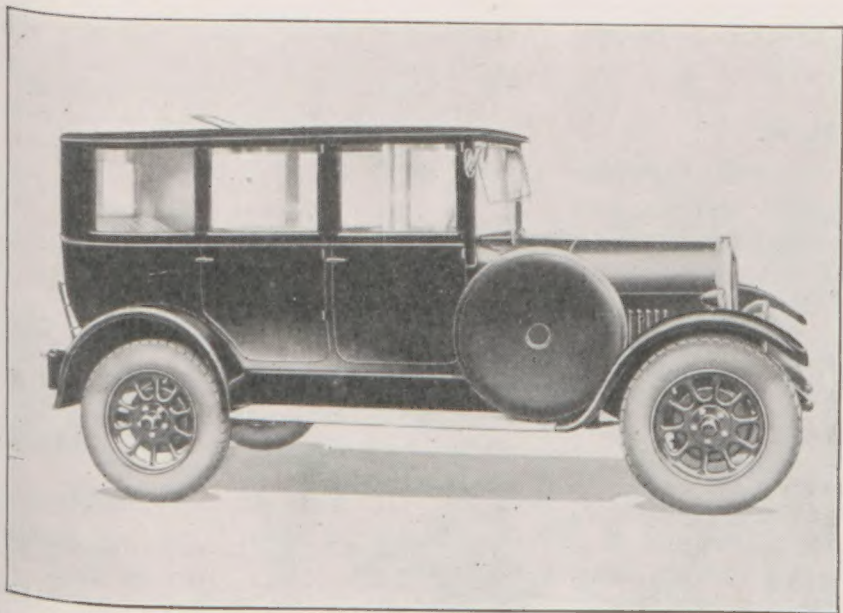
65 m.p.h.

Wire Wheels

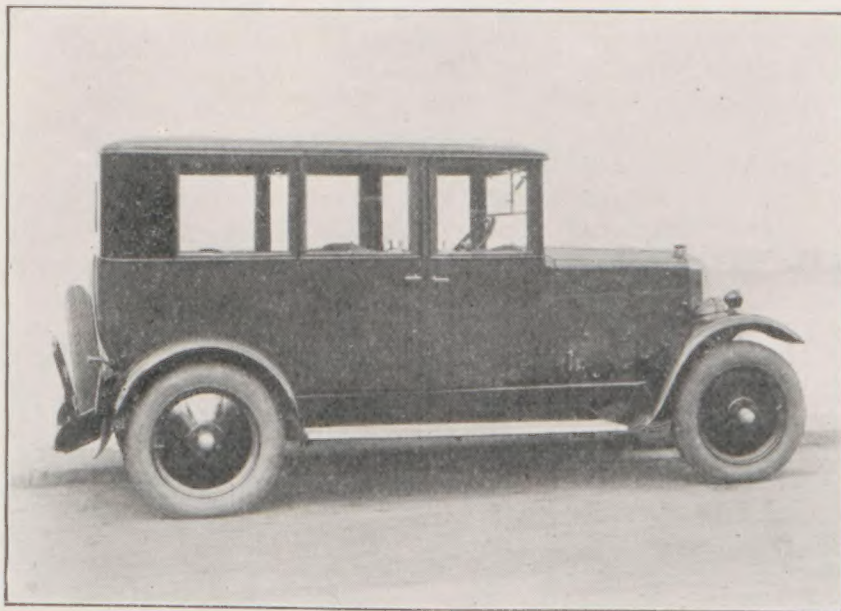
ANSALDO MOTORS LIMITED  
48 DOVER STREET, PICCADILLY  
LONDON, W.1



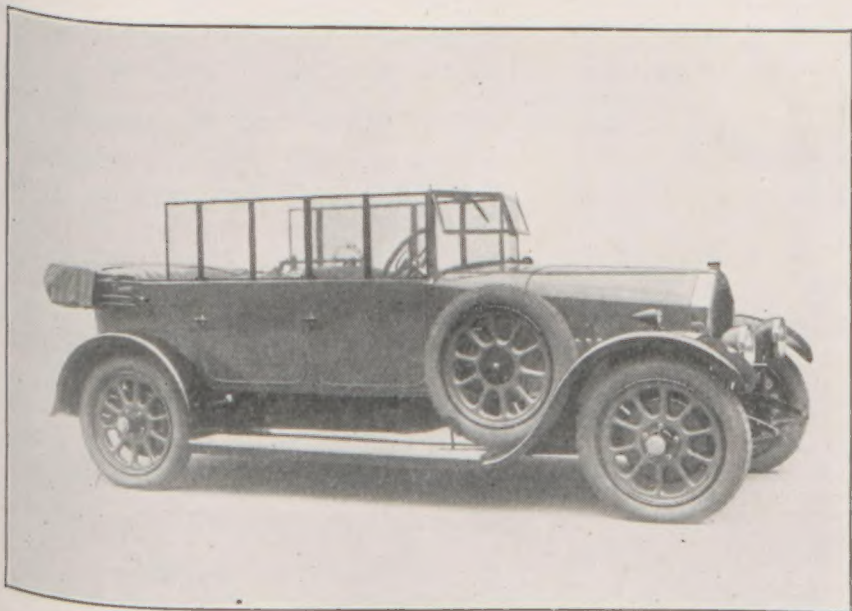
## MODELS TO SUIT MOST MOODS



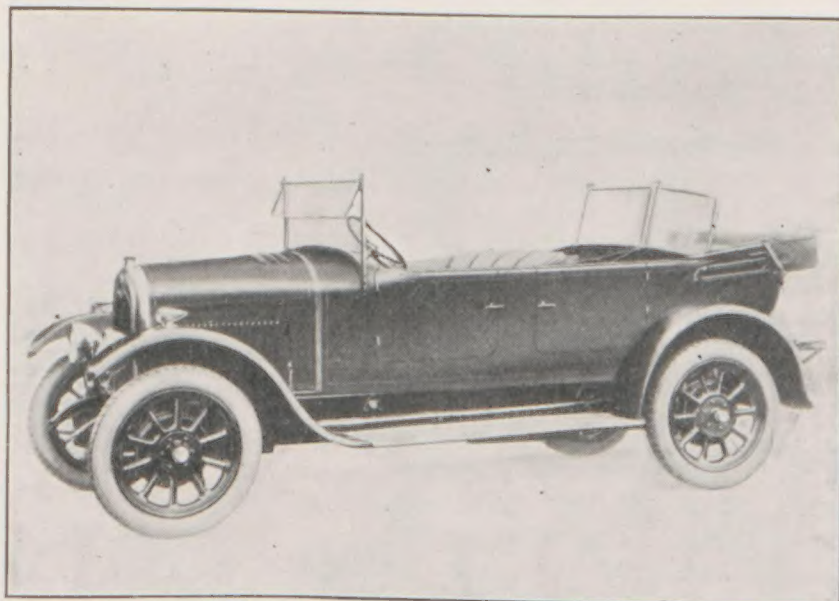
*The Bean "Fourteen," four-door Saloon, an attractive and moderate priced town carriage.*



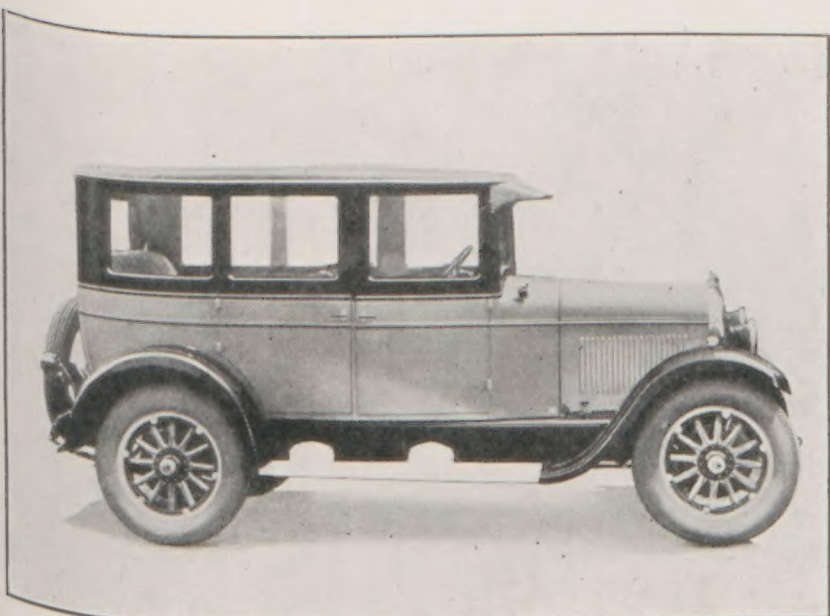
*The Rhode Saloon, one of the latest light saloon models to be produced, has many pleasing features.*



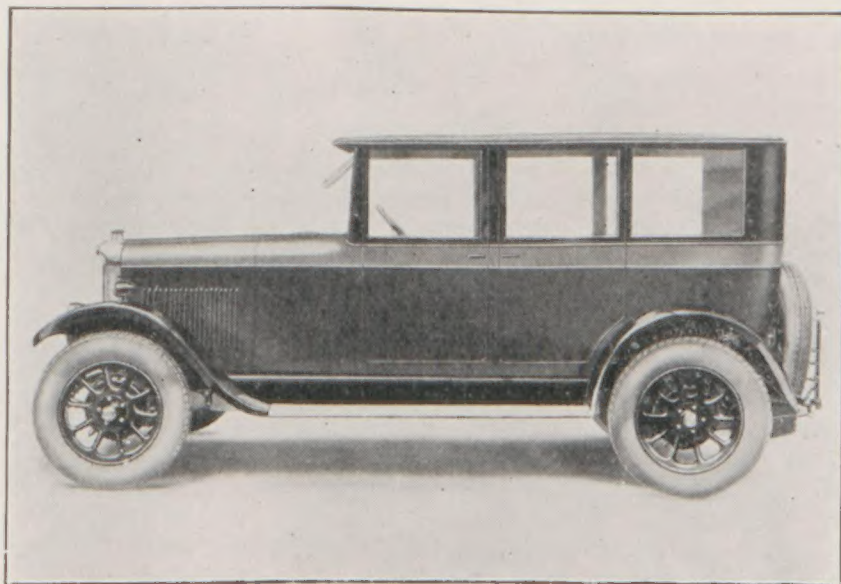
*The 15/40 h.p. Humber 5-seater Touring Car, showing four-door body and all-weather equipment erected, is only £645.*



*The 14 h.p. Crossley 5-seater Touring Car de Luxe with rear windscreen in position—a serviceable family car.*



*The Chrysler "Four" Saloon, with four doors and hydraulic four-wheel brakes, is listed at £425.*



*The 15/50 h.p. Triumph four-door Saloon possesses distinctive lines, while the body work is beautifully finished.*



# BROADCASTING BUSINESS BREVITIES

## Good Business.

A FURTHER large order for 30-cwt. Vulcan vehicles has been received by The Vulcan Motor & Eng. Co. (1906), Ltd., from Messrs. Joseph Lyons & Co. This makes the fifth consignment of Vulcan vehicles supplied to Messrs. Lyons during the last 18 months; and constitutes clear evidence of the satisfaction which the vehicles are giving.

## More Success.

The Hupp Motor Car Corporation of Detroit, Michigan, U.S.A., announce that from the time the first model 8-cylinder car was announced and shown (it was little less than seven months ago) ten thousand eight-cylinder cars have been produced and sold, representing a public demand for the seven months' period of over £4,000,000 worth of motor cars. Owing to the unprecedented demand created, the company is operating the factory at still higher rate of production. In addition to the large distribution of this car in America, it has also had large sales in Australia, South Africa and other British Colonies, quite apart from its success in Great Britain.

## The Boulogne Grand Prix.

Mr. B. S. Marshall, who won the Boulogne Grand Prix for the second time in succession on August 29, 1925, again used Wakefield Castrol Motor Oil, and the first six men home in the larger class also used this lubricant.

## Scientific Lubrication.

The sole concessionaires for England, Wales and Ireland for the Luburetor—a vacuum controlled lubricating device for cars and commercial vehicles—are Messrs. Rootes, Ltd. The Luburetor is a scientifically designed piece of apparatus, which will considerably improve the performance of the car, and save its price (£4 4s.) many times over in reduced maintenance costs.

## A Change of Address.

After 50 years at 1, Fenchurch Avenue, E.C.3, Messrs. F. W. Berk & Co., Ltd., are removing to larger and more modern premises at 106, Fenchurch Street, London, E.C.3, on August 24th. The telephone numbers and telegraphic address will not be changed. Founded more than half a century ago by the late Chairman, Mr. F. W. Berk, the firm is to-day an important factor in the British Chemical Industry, especially, of course, with regard to its unrivalled position in the manufacture of acids. It is interesting to recall that Messrs. Berk were the first manufacturers to specialise in accumulator acid, and their pioneering efforts in this direc-

tion have contributed not a little to the success of the modern accumulator. Their BAA Accumulator Acid is known and used all over the world.

## Technical Talks.

A copy of a most interesting booklet entitled "Technical Talks" will be sent free to any motorist who applies for it to Messrs. Alexander Duckham & Co., Ltd., 6, Broad Street Place, E.C.2. It deals with lubrication trouble in a detailed, yet simple manner.

## Sunbeam Service in India.

Writing from Deccan, India, last month, the owner of a 14-40 h.p. Sunbeam says his car has now done 10,000 miles, half in England and half in India, and has not given him a moment's trouble. He considers the Sunbeam eminently suitable for service in India, its special advantages being its excellent four-wheel brakes, and very efficient springing and cooling systems. Being thoroughly satisfied with his car, the writer anticipates that his next purchase will be a 20-60 h.p. Sunbeam.

## Irish Beauties.

An interesting revival in inquiries about Irish touring routes is announced from the Dunlop Touring Service Bureau in Kingsway. Although no special attempt has been made to deal with Ireland as a touring ground there is a growing tendency for English motorists to take advantage of the opportunity to explore the now peaceful beauties of Ireland.

## Good Service.

To celebrate the completion of the extension of their Repair and Service Depot at Manor Street, Chelsea, Wolse-

ley's Motors, Ltd., have issued a beautifully illustrated booklet with letterpress-dealing with the excellent and business-like methods they offer to the public. The Manor Street Depot will be pleased to send a copy to any motorist, on receipt of a postcard.

## For the Ladies.

Another booklet especially devoted to the fair sex is "The Lady's Little Coupé," a "Trojan" product of Leyland Motors, Ltd., Leyland, Lancs. We strongly advise MOTOR OWNER readers to send for this little publication, and the address of the agent who serves their district.

## New Service Depot.

In order to maintain still closer touch with Talbot car owners and to concentrate stocks of spares and fittings the service depot of Messrs. Clement Talbot, Ltd., has been removed from the former address at Acton to the Talbot Works, Barlby Road, Ladbroke Grove, London, W.10. Talbot owners doubtless will appreciate the convenience which this rearrangement affords them.

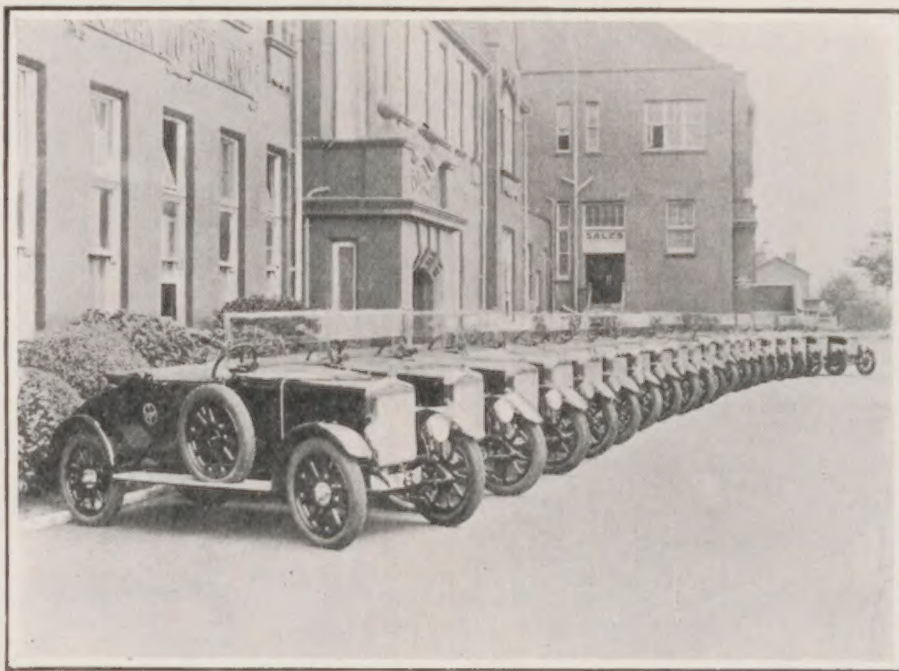
## High-Class Workmanship.

The 12.1 h.p. Ansaldo chassis, with an engine of 4 cylinders, 70 mm. x 120 mm., is an excellent example of up-to-date Italian design. It is, of course, fitted with four-wheel-braking, and is now offered in several types; firstly, a long-wheel-base model, with alternative body equipment of a Torpedo-Weymann Saloon, a coach-built saloon, or Coupe bodies; secondly, there is a semi-sports model, nine inches longer in length, fitted with light 4-seater or 2-seater opened or closed carriage work.

## At the Show.

Visitors to the Motor Show should not miss the Stand of Messrs. Price's Patent Candle Co., Ltd. They are exhibiting samples of their popular amber and Battersea gear oils for gears and worm drives, and Belmoline and Hub Lubricant Stiff for ball and roller bearings, and points requiring a solidified oil, amongst other of their *huiles de luxe*.

Other interesting stands are those of The Benjamin Electric, Ltd., who are showing the Boyes Moto-Meters, the Benjamin Autorealites, electric horns and tip-top push buttons, and that of Messrs. Ernest Lake, Ltd., who exhibit a full range of "Ernest Lake" accessories, including jacks, pumps, luggage and petrol-can carriers. We hear that this enterprising firm are introducing a new type of garage pump which should prove of great interest to car-owners.



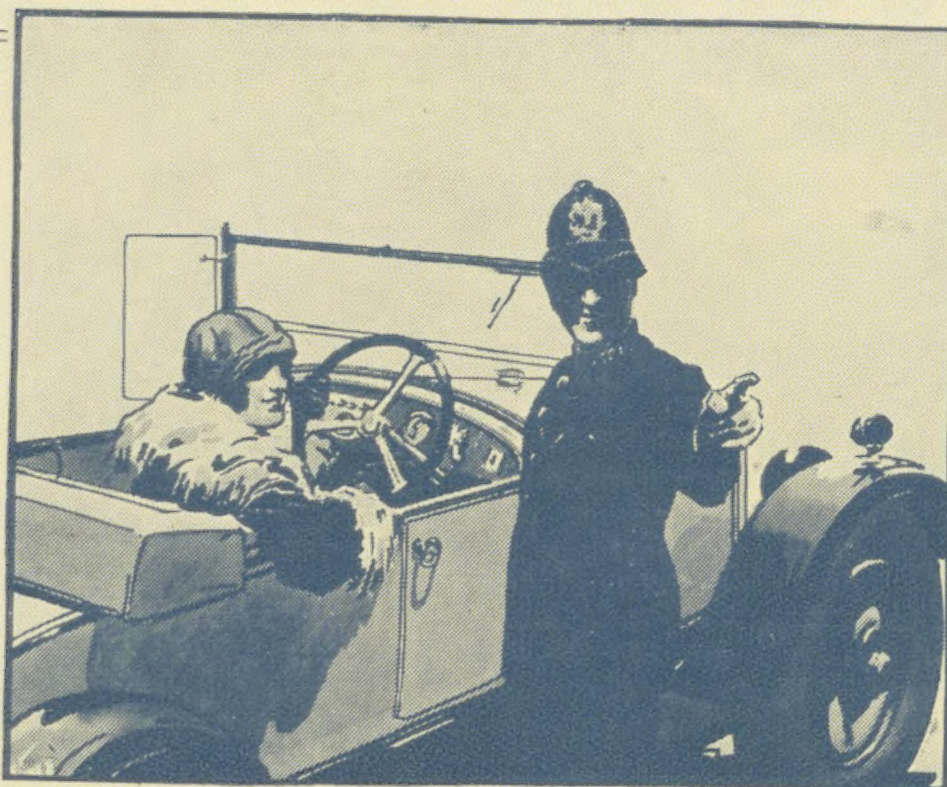
This fleet of Vulcan "Twelves" was recently purchased by Messrs. Spencer Moulton & Wood Milne, Ltd., the well-known rubber manufacturers, for the use of their representatives. These cars are fitted with the Vulcan standard 2-seater body without double dickey, and as they are highly finished and attractively painted in Post Office red, embellished with the firm's trade-mark in gold on the side, they should prove a very valuable advertising asset to the owners besides saving the time and expense entailed by the travellers.





# What I see on the Road

by  
*Tommy Pratt-kins*  
OF THE  
PETROL PATROL



No 3

## The Police and the Motorist

I WAS recently supplying a lady driver with Pratts Perfection when I noticed her beckon a policeman and ask for the nearest authorised parking place. "Ah," said Robert afterwards, "I wish they would all show commonsense like that. Thoughtless drivers park cars in busy streets, leave engines running, or stop in places where they are an absolute nuisance. Some drivers seem to regard policemen as natural enemies. Perhaps they don't know we are coached with local motoring information. But there, I knew *she* was experienced, when I saw her taking petrol from 'Tommy Pratt-kins' here. A well-known motorist said to me the other day, 'Robert, my boy, when you buy a car use Pratts Perfection every time. It's pure—so you'll get more miles per gallon—uniform—so you'll always be free from trouble.'"



# PRATTS


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WILL YOU KINDLY MENTION  WHEN REPLYING TO ADVERTISERS

October, 1925



# Autumn Days

are  
motoring  
days!

**T**HERE is health in Autumn motoring. Cars are inexpensive to buy and motoring is rapidly becoming a national habit. Modern tyre construction has had a lot to do with not only the pleasure and safety of motoring, but it has helped to make it more economical. If your car is fitted with Dunlop Tyres you will know how true this is. Their extraordinary mileage is commented upon by motorists everywhere.

Nearly every British Manufacturer of Motor Cars fits Dunlop Tyres as standard equipment and many foreign cars are being equipped in the same way. Dunlop is undoubtedly the standard by which all tyres are judged, and you will agree if they are on your car. If they are not it will be added safety and pleasure to your motoring to fit them the next time you are buying tyres. You can 'fit Dunlop and be satisfied.' The high standard of Dunlop tyres, their long mileage and their extraordinary safety will be maintained—it is the Company's fixed policy. Go motoring this Autumn and be sure that Dunlop tyres are on your car.

We put 'Made in England' on our tyres for your protection. You know when you fit them that they are the best tyres you can buy, and by doing so you are helping to keep British workers employed and lessening the amount you have to contribute towards the dole.

DUNLOP RUBBER COMPANY LTD., BIRMINGHAM.

BRANCHES THROUGHOUT THE WORLD.



*'fit Dunlop and be satisfied'*